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BOTTOM / KODACHROME: PIERRE OZARÁK

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BELT RAILWAY OF CHICAGO S6 was seen on January 8, 1997, hauling Wisconsin & Southern grain empties off the IHB interchange track in Argo, Illinois. The little "Alc," built in 1957 for BRC, was recently overhauled and now sports ditch lights on both ends.

CLINTON TERMINAL CF7 2480 was east of Clinton, N.C., on January 28, 1997. The CF7 (**right**), which wears colors of the old Atlantic Coast Line, shares duties with an NW2; both are former WCL units. See RAILNEWS.

ONTARIO'S NEWEST SHORT LINE: Ontario L'Original was southbound (**below**) through the town of Vankleek Hill, en route to Glen Robertson on December 27, 1996. Power for the day, GP9s 180 and 179, are still in their Goderich-Exeter Railway colors. See RAILNEWS.

KODACHROME: JOHN F. SULLIVAN

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From the Publisher's desk: Before Railroads

While digging in a field in England in the late summer of 1996, workers uncovered a railroad yard in remarkably fine condition which dated back to 1740. Unlike today's steel rail and sometimes concrete tie combo, the excavated remains revealed both rails and ties of wood. A photo of the yard appeared in British newspapers looking much like yards of today but with much sharper curves and turnouts.

It is known that wheeled carriages were used for industrial purposes in England as early as 1630 utilizing animals for propulsion. Early experiments with steam date back 4,500 years, but it wasn't until around 1700 that English inventors came upon the idea of harnessing steam as a means of propulsion. A French engineer, Nicholas Cugnot, is credited with creating the first powered road vehicle in 1769 that could go three miles per hour. His failure to include a brake in his three-wheeled vehicle had disastrous consequences. Other inventors followed and improved upon Cugnot's innovation. Among them was Newcomen, Watt, Symington and Trevithick, each contributing ideas leading to development of rail operated steam locomotives. A replica of Richard Trevithick's 1805 *Newcastle*, credited with being the first practical land operated locomotive, can be seen at the B&O Museum in Baltimore.

By 1825 the Stockton & Darlington Railway, already using horses to pull cars on rails, was ready to try steam-powered engines. That year, George Stephenson's *Locomotion* was given a test run pulling 29 cars and a tender. With a load of freight and passengers, the unheard of speed of eight miles per hour was attained. The success of this engine led to the famous Rainhill Trials of 1829. The winner of this contest was Stephenson's four-ton *Rocket*, which hauled a 14-ton load at a speed of just under 30 miles per hour.

Colonel John Stevens, later to have Stevens Institute of Technology in Hoboken, New Jersey, named after him, was turned down when he tried to get the New Jersey legislature to give him a charter to build a railroad. At his own expense he built a steam locomotive and a circle of track in Hoboken. The public was invited to ride this first full scale train set for a fee. Finally, in 1815 the New Jersey legislature granted him a charter for the first railroad in the United States which was to eventually become a part of the Pennsylvania Railroad.

There were many who viewed railroads with alarm, fearing that speeds of 30 miles per hour would squash passengers on the trains, make them go crazy and suffocate them as the speeding train created a vacuum devoid of air for the passengers to breathe. Others feared for the safety of children and citizenry at large. As time progressed, these fears were assuaged as the grim forecasts never came to fruition.

Even before the advent of railroads, most of the great American cities such as Boston, New York, Baltimore and New Orleans, were seaports; freight was shipped by sea. To reach inland deposits of coal, iron and other minerals, canals were built which carried millions of tons of freight as well as passengers. Ingenious systems of locks and rails made it possible to transport canal boats to elevations of 1000 or more feet. Unfortunately, canal travel was slow and subject to closure during winter snow and ice. Travel by road was slow and expensive and subject to weather as roads became clogged with snow, ice and mud (sounds like Interstate 80, doesn't it?). The success of the early steam locomotives soon saw steam-operated railroads in the U. S. become the dominant form of transportation. Many of the early locomotives which anchored this dominance have been preserved or have been recreated and can be seen at railway museums.

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COVER

The locomotive that started the 6000-horsepower race was the MK Rail MK5000C, a d.c. traction machine powered by a twelve-cylinder Caterpillar 3612 turbocharged engine. The potential for the MK/Cat combo would have been nearly 7000 h.p. if teamed up with an a.c. transmission, and both EMD and GE had to scramble furiously to compete above the 4000-h.p. plateau where they'd pretty well settled down for the next decade or so. But after producing only six prototypes, MK withdrew from the race, leaving GE and EMD in a multi-million dollar race with each other to beat the competitor that was no longer there. The first two MK5000C's were testing near Boise, Idaho, in July 1994. See the article on page 28. Kodachrome by MK Rail.

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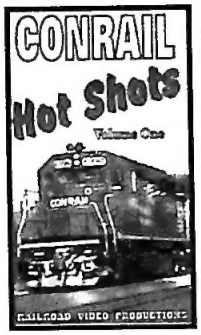
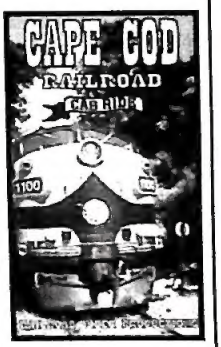


Tape No. 117
This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Trac-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5
The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.

Tape No. 118
This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.



Tape No. 116
This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316
This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.

Tape No. 115
This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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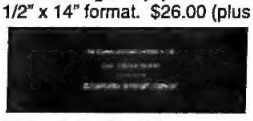

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FANMAIL

Northern Pacific steam

I cannot remember when an article meant as much to me as your feature on Northern Pacific steam in 1953, "Welcome Home," by Arthur Hamilton (R&R February 1997). I was there on the spot.

In 1953 I came back to Missoula from the Navy and enrolled at the University under the GI Bill. At that time everything was coming up roses for the railfan. The NP was all steam, and the Milwaukee Road had its two trains, the *Columbian* and *Olympian Hiawatha,* and was all electric. The Milwaukee was using the Quills on the *Columbian* and the Little Joes on the *"Hi."* After experimenting with diesels in the early 1950s, the Milwaukee had reverted entirely to juice. Later the Bi-polars came in from the coast.

As far as the NP was concerned, all of their steamers were in operation: Mikados, Pacifics, Consolidations, Ten-Wheelers, Challengers and Northerns. In 1954 the Milwaukee pulled its *Columbian* back to Avery, Idaho, and in 1955 back to Aberdeen, S.D. The *Olympian Hi* remained.

During this time I worked for both the Milwaukee and NP as a clerk. Steam remained on the NP for all of 1955. In fact, a steam fan began to feel that he had died and gone to heaven. It seemed the railroad had turned its total operation west of Missoula over to steam. The engine terminal was full of 5100s and 2600s. But at midnight December 31, 1955, it all ended. A 5100 Mallet left Missoula with the last steam freight. Since I was on the midnight shift, I prepared the last train sheet for a steamer. The next day was Sunday, and every thing was so quiet. The coal dock and water tanks stood so forlorn and lonely.

Until October 1956 I worked for the NP, then quit to hire out in the Social Security office in Butte. But one further treat awaited me. In January I traveled to Baltimore for a training session. I rode the dome from Butte to Glendive. The whole railroad from Livingston was in steam: Northerns, Mikes, Challengers, Pacifics, the works. But as wonderful as this was, 1957 was the end of steam for the NP in Montana.

I'm glad I was in on it.

JOHN A. ELLIOTT
Helena, Mont.

Pushing with diesels

Jack Wheelihan's article "Distributed Power with a 1943 Alco 4-8-4," was most interesting (R&R March 1997).

Jack brings out a point about steam vs. diesel in helper or pusher service that I hadn't thought much about in the 40 some years since I was railroading in the transition years from steam.

In the early 1950s I hired out as a fireman on the Oregon Short Line of the Union Pacific. I was able to hold the extra board part of the time in my home town of Glenns Ferry, Idaho. This small town of 1200 souls is along the Snake River in south-central Idaho. The OSL built through Glenns Ferry in 1881-'82. The line across the lava beds and rolling plains had to drop considerably in elevation as it descended to the river near Glenns Ferry and then climb right back to higher levels shortly afterward.

In steam days this meant helper territory and, though nearly half of the through trains were diesel powered, all of the helper pool remained steam through 1953. The three most common types were the 3500 class 2-8-8-0s, the early Challenger 4-6-6-4s in the 3800 class and the 5000 class 2-10-2s.

Westbound trains often got their helper at the base of the 1.85% grade ten miles west of Glenns Ferry at Hammett. Typically a train would roll to stop on the double track main line so that the head end could take on water if it was steam-powered. The rear end crew would then line the helper waiting in the center siding on to the rear of the train. As soon as the helper was cut in, two long blasts of the whistle would indicate to the head end (this was long before radio usage) that the helper was ready to go. The helper engineer would then promptly open the throttle to shove into the rear of the train and remove slack as far as possible and then just sit there with steam in the cylinders so when the head end was ready, they could start without severe slack run out. The helper with steam already in the cylinders would smoothly start moving with the rest of the train, just as the 844 did in Jack's article. When the diesels came in mid-1954 it considerably changed procedures, as they would rapidly stall-burn their traction motors if operated the same way.

I recall being called for a west hill helper and finding two GP7s had replaced the usual steamer. Roy Johnston was the engineer. Diesels were not totally new to him, as he had been running them off and on in passenger service. But diesels as helpers were new to him. He tried the usual shove procedure, but shortly after we stalled the ammeter made him realize he'd have to shut off the throttle or really do some damage. As a result, the Geeps were at idle when the head-end started moving and — wham! — out came the slack. It amazed me that we didn't break in two. Roy immediately started the Geeps shoving, and all came out well. It obviously became more critical to time the head end and rear end starts.

L. M. CLARK
Floresville, Tex.

Missing pusher piece

On page 51 of the March 1997 issue there's the beginning of an interesting article on UP 844, and on page 52 is the end. Where's the middle?

F.D. REESE
Sewickley, Pa.

✏ *Actually, only part of a paragraph was inadvertently chopped. See* MARKERS *for the "rest of the story"* — S.B.

Improved North Central service

Is this the dreaded magazine curse — in reverse? The ink was hardly dry on my article about Metra's North Central Service (R&R February 1997), when Metra made changes. But it's good news: they're adding trains.

Surveys revealed that commuters want later departures in the morning and

evening, and Metra responded by adding a 7:03 a.m. departure from Antioch and a 6:17 p.m. departure from Chicago Union Station. The new trains started running Monday, February 3, and the schedules of the other trains were adjusted, as well. In addition, all trains will begin stopping at Western Avenue, making the service more attractive to people who work on Chicago's north side. These moves should help boost ridership, which is steady at about 1,100 to 1,200 round trips a day.

By the way, I don't think of this line as "the former Soo Line main." The Wisconsin Central is way more fun than the Soo Line ever was!

In other business: my ears are still ringing from Jack Wheelihan's excellent story about distributed power with a 4-8-4. I'd say those 56 gallons per mile were well spent!

BILL CHRISTOPHER
Waukegan, Ill.

Chattahoochee clarification

I noticed a minor mistake in the March 1997 RAILNEWS in the North Carolina Ports Railway story. The Chattahoochee Industrial Railroad does not own the Pickens Railroad. The Pickens Railroad is actually owned by the Chattahoochee Locomotive Company. However, the Chattahoochee Industrial Railroad does exist and is owned by Georgia Pacific. The CIRR serves a large Georgia Pacific paper mill near Cedar Springs, Georgia. Norfolk Southern has a connection with the CIRR at Hilton, Ga., and CSXT has a connection with it at Saffold, Georgia.

ROY S. OSBORN
Stone Mountain, Ga.

Mississippi Central 98's two bells

Thanks for the fine photos in the March 1997 R&R of one of my favorite locomotives, Wilmington & Western, nee-Mississippi Central No.98. She looks great in her 1930s livery, complete with two bells. I thought you might be interested in the sad story of how the locomotive came to have two bells.

Early on the morning of January 8, 1934, a westbound Mississippi Central passenger train hit a school bus at the Hawkins Avenue crossing in Bassfield, Mississippi, about 33 miles west of Hattiesburg. Three children were killed, and the local newspapers reported at least 20 injuries of the 46 persons aboard. The train consisted of MSC 4-4-0 No.101, a combine and one coach.

One contention of the resulting lawsuits centered on compliance of the train with the "Bell and Whistle Statute," Section 6125, of the Mississippi Code of 1930, which was then in effect. Engineer Rube Evans maintained until his death many years later that he was ringing the bell in accordance with the law, but there was conflicting testimony. Initial findings were against the railroad, and at least one case was upheld by the Mississippi Supreme Court.

The reaction of the Mississippi Central was to never again be caught in this position. A second bell was installed on each locomotive which could not be controlled by the engineer and which rang whenever the locomotive was in motion. Today, there seems to be some disagreement as to how all this was handled in practice. One former-MSC employee recalls that the bell was turned on while the locomotive was in a town, but was turned off (by a flagman riding the pilot) when the train left the yard limits. This

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RAILROAD AVENUE ENTERPRISES

WHILE THE DEBATE RAGES ON about the esthetics of Amtrak's recently delivered GE-built P42DC locomotives, they do possess one distinctive quality — they glow in the dark. The westbound *California Zephyr* was crossing 72nd Street in Omaha, Nebraska, at 1:05 a.m. on January 19, 1997, when photographer Darrell Wendt hit them with a flash. For a brief instance maybe the units lived up to their *Genesis* monicker — a photographer said "Let there be light" . . . and there was. ⊂

recollection aside, a bulletin from superintendent H.O. Hoffman was issued to all MSC engineers as late as 1952 (about a year before dieselization) reminding them that the "front end bell" will ring "when the locomotive is moved and keep ringing as long as the locomotive is in motion. Your co-operation is requested in the interest of safety and elimination of damage suits."

The second bells were installed on all locomotives except 2-8-2 No.120 (the regular Hattiesburg yard switcher) about 1936.

Thanks to the folks at the Wilmington & Western for a fine job with the 98.

LOUIS R. SAILLARD
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TIMETABLE

RAILFAN EVENTS

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact the museum for ticket order form for all trips except Cookeville.
April 5, Lawrenceville-Columbia, 72 miles, $15-$49.
April 19, Nashville-Watertown, 90 miles, $15-$49.
April 25-26, Cookeville-Buffalo Valley, 32 miles, 4 trips, $15-$25. Contact Cookeville Chamber of Commerce, 302 South Jefferson St., Cookeville, TN 38501 (615/526-2211) for reservations on these trips only.
May 17, Watertown-Nashville, 90 miles, $15-$49.
June 7, Nashville-Gordonsville, 120 miles, $15-$49.

MYSTIC VALLEY RAILWAY SOCIETY, INC., P.O. Box 486, Hyde Park, MA 02136-0486 (617/361-4445) will sponsor the following trips:
April 4-6, "Cherry Blossom Special" between Boston and Washington D.C. via regular Amtrak service. Fare $250 coach, $335 first class.
April 19-27, "Show Me Missouri" from Boston to Chicago and St. Louis via regular Amtrak service. Side trip to Branson, Mo. Contact MVRS for fares and reservations.
July 3-19, "California Bound" from Boston and Washington to Los Angeles and San Francisco via regular Amtrak service. Price to be announced, $150 deposit will hold space.

MADISON, NEW JERSEY, April 5. Annual symposium sponsored by the Friends of the New Jersey Railroad and Transportation Musem, featuring 20 fast-paced presentations on the museum effort. Featured presentations are on Public Service streetcars and C&O 614. Admission $35 includes annual membership in Friends. Registration form and information from Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

PORTLAND, MAINE, April 12. Excursion over the St. Lawrence & Atlantic from Portland to Berlin, N.H. including the Lewiston Branch. Consist will be Belfast & Moosehead Lake's Swedish train set. Multiple photo runbys. Fare $35 coach, $43 first class, $48 parlor. Tickets from Mass Bay RRE, P.O. Box 467, Lincoln, MA 01773; 617/489-5277.

HOUSTON, TEXAS, April 18-20. Annual meeting of the Katy Railroad Historical Society with yard and museum tours and banquet. Information from George Kastler, 704 Broadway, Jefferson City, MO 65101; 573/634-3487.

NEW BRAUNFELS, TEXAS, April 19. 10th Annual Railroad Jamboree sponsored by Bluebonnet Chapter NRHS and New Braunfels Historic Railroad & Modelers Society. UP locomotive display, museum open house in restored I&GN depot, other equipment. Admission $4 adults, $1 children. Information: Kermit R. Baese, 1285 East Common St., New Braunfels, TX 78130; 210/625-2656.

CHICAGO / DeKALB, ILLINOIS, April 19. H. Roger Grant will be available to sign his new book *The North Western: A History of the Chicago & North Western Railway System.* Meet him

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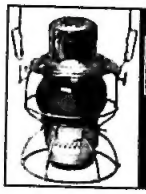

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TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following roundtrip "Dixie Land Specials" departing from Chattanooga into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7L 1829 or GP7L 1824. Ticket prices are coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

April 19, to Trion, "Dogwood Blossom Special," $59, 4501.
May 3, to Chickamauga, "Down Home Days," $35, 610.
May 10, to Summerville, "Howard Finster Art Festival," $59, diesel.
July 5, to Chickamauga, "Pops in the Park" concert, $42, diesel
July 26, to LaFayette, $49, diesel.
August 23, to Kensington, "TAG Steam Special," $49, 610.
September 27, to LaFayette, "Rails to Wings Special," $49, diesel.

ROCKTON (WINNSBORO), SOUTH CAROLINA, April 19-20. South Carolina Railroad Museum's 3rd Annual Railfan Weekend featuring freight operations with five diesels on Saturday, motor car ride to end of the line on Sunday. Fare $20 Saturday, $7 Sunday. Information from South Carolina Railroad Museum, P.O. Box 7246, Columbia, SC 29202-7246.

GRANITE CITY, ILLINOIS, April 19-20. Illinois Traction Society annual meeting. Activities include self-guided tours, Metro-Link ride and shop tour, more. Information: 217/423-4877.

HYANNIS, MASSACHUSETTS, April 23-27. Valley Railroad 2-8-2 No.40 will be used on the Cape Cod Railroad's four daily trains. Scenic trains depart at 10am, 12:30pm and 3pm, dinner train departs at 6:30pm. For information contact the Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788.

WATERBURY, CONNECTICUT, April 26. Excursion from Waterbury to Torrington covering Railroad Museum of New England's entire Naugatuck Railroad. Rare mileage including trackage not covered by regular tourist operations. Numerous photo opportunities of classic 1950s-era train powered by RS3 529. Tickets are $40 from Mass Bay RRE, P.O. Box 192, Hollis, NH 03049; call 617/489-5277 for flyer.

SAN ANGELO, TEXAS, April 26-27. Railfair '97 will celebrate the grand opening of the restored KCM&O/Santa Fe depot and museum. Also a train show at the convention center. Information: Tommy Robinson, 209 N. Bishop Street, San Angelo, TX 76901; 915/658-3120.

SOUTHERN BELLE EXPLORERS, April 26-May 5, will cover almost all of the Kansas City Southern, including all the branches that aren't "excepted" trackage. Travel in four PV's, power expected to be KCS A-B-A F's on portions. Price $3495 (roomette supplement $400). Tickets/information from High Iron Travel Corp., P.O. Box 50116, Minneapolis, MN 55405; 612/922-7259.

SOMERSET, NEW JERSEY, May 1-4. Conrail Technical Society 6th Annual Convention at the Marriott Hotel. Conrail facility tours and displays, rare industrial tours, banquet and slide presentations. All events open to the public. Registration fee $10 from Conrail Technical Society, P.O. Box 7140, Garden City, NY 11530-7140.

WINDSOR, ONTARIO, May 2-13. Western Canada and the Rockies via Toronto and Vancouver. Approx. 3700 miles of rail travel including the *Canadian, Skeena* and *Rocky Mountaineer.* Fare $2995 per person, double occupancy, includes air return to Detroit/Windsor. Contact Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; 810/399-7963.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission is $2.50 adults, $2 seniors, $1.50 children 3-11, under 3 free. Discounts may apply for some special events. Hours of operation are 11am-5pm unless otherwise noted.

May 11, Mothers Day on the Trolley.
June 1, Spring Caboose Rides.
June 15, Fathers Day on the Trolley.
June 28-29, Fox River Trolleyfest, 11am-6pm.
August 24, Olde Time Commuter Day.

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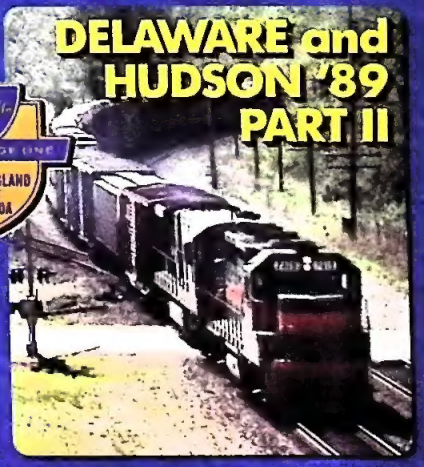

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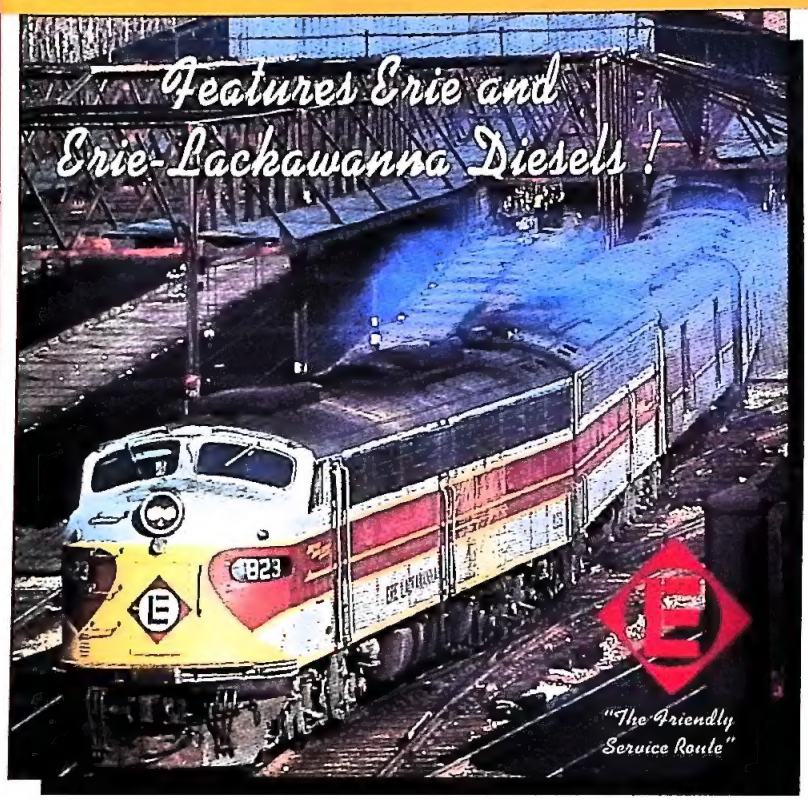

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SAVANNAH, GEORGIA, May 16-18. Southern Railway Historical Association's 11th annual meeting with tours of the preserved Central of Georgia shop, facilities tours, model contests and more. Information: Buck Dean, SRHA - Savannah '97, 3913 Pembroke Avenue, Mobile, AL 36608.

CASS, WEST VIRGINIA, May 16-18. Railfan weekend featuring inaugural run on the ex-WM Greenbrier, Cheat & Elk. Triple-headed Shays on Saturday to Spruce, Sunday trip to Bald Knob. WM 6 on both trips. Information: Railfan Weekend, Box 107, Cass, WV 24927; 1-800-CALLWVA.

DURAND, MICHIGAN, May 16-18. 22nd Annual Durand Railroad Days featuring rail photo opportunities, museum exhibits and model layouts. Information from Railroad Days, Inc., P.O. Box 316, Durand, MI 48429; 517/288-2678.

HOBOKEN, NEW JERSEY, May 17. Hoboken Terminal Festival sponsored by NJ Transit. Historic and current rail equipment displays, railroadiana and other sales, ethnic foods and more. Free admission, train and ferry rides for nominal fee.

HAMMONTON, NEW JERSEY, May 17. Rail-Expo on the two-foot-gauge Haluwasa Shoreline Railroad. All-day pass $3.Information from Haluwasa Shoreline Railroad, 377 South Ehrke Road, Hammonton, NJ 08037; 609/561-3081.

SCRANTON, PENNSYLVANIA, May 17. Trips to Tobyhanna Army Depot for Armed Forces Day. Military exhibits at depot. For information contact Steamtown National Historic Site, 150 South Washington Ave., Scranton, PA 18503-2018.

CHESTER, MASSACHUSETTS, May 17. "Chester on Track" sponsored by the Chester Foundation, 10am-4pm. Rolling stock andConrail locomotive display, granite works tours, flea market, more. Information from Dave Pierce, 17 Bailey Road, Huntington, MA 01050; 413/667-8755.

WILMINGTON, DELAWARE, May 17. Delaware Transportation Festival at the Wilmington Amtrak Station, 10am-4pm. Displays include Wilmington & Western 98, Reading FP7s, Amtrak coaches and SEPTA equipment. Admission free. Information: Julie Theyer, Delaware Transit Corporation, 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3405.

CLEVELAND, OHIO, May 17. All-Alco Railfan Day on the Cuyahoga Valley Scenic Railroad. Excursion over the entire line, 50 miles round trip. Train consists of two FPA4s and stainless steel coaches. Photo runbys, multi-media slide show, night photo session planned. Tickets $35 from Cuyahoga Valley Scenic Railroad, P.O. Box 158, Dept. 14, Peninsula, OH 44264-0158; 800/468-4070.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will hold the following special events. Museum admission is $8 adults, $6 children ages 5-11 and seniors on weekends, $6 and $3.50 weekdays. Special events may be slightly more.

May 17, Scout Day.
June 21-22, Chicago Transit Weekend.
July 3-6, Chicago, Aurora & Elgin Festival.
July 4, Annual Trolley Pageant.
July 19-20, Diesel Weekend.
August 3, 7th Annual Vintage Transport Extravaganza.
August 30-September 1, Railfan Weekend.

SALEM, NEW YORK, May 17-18. Excursion over the Batten Kill Railroad with two Alco RS3s sponsored by Northeastern New York Railroad Preservation Group. Photo runbys, rare mileage. Information from Northeast Rail, 1 Elbow Street, Greenwich, NY 12834; 518/692-2191.

MILWAUKEE ROAD 261 will operate the following special excursions over BNSF.

May 17-18, Minneapolis to Willmar/Benson, Minn., 250 miles round trip each day.
June 28-29, on display in Galesburg, Ill., for Galesburg Railroad Days.
July 3-6, Minnesota Heritage Festival trips, two roundtrips each day from downtown Minneapolis.

For more information contact Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

THE RAILROAD CLUB OF CHICAGO, P.O. Box 8292, Chicago, IL 60680 (847/251-2262) will sponsor the following events. Travel is on regular Metra trains.

May 24, photo trip from Chicago to Joliet, $10.
May 24, "Supper at the Station" trip from Chicago to Kenosha, Wisc. Fare $30 includes dinner in CNS&M station.

CHICAGO, ILLINOIS, May 25. Trip to East Troy Electric Railroad via Metra from Chicago to Fox Lake and chartered motor coach to museum sponsored by Central Electric Railfans' Association. Fare $30 includes chartered train at museum. Tickets/information from CERA, P.O. Box 503, Chicago, IL 60690.

WILMINGTON (GREENBANK), DELAWARE, May 25. Night photo session on Wilmington & Western. Featured equipment includes 4-4-0 98 lettered Mississippi Central, PRR doodlebug and SW1s on freight and work train consists. Night lighting by Steve Barry. Event begins 8:30 pm. Tickets $20 from Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808; information phone 302/892-2473; E-mail tgears@dca.net.

HYANNIS, MASSACHUSETTS, June 7-8. Railfest '97 on Cape Cod Railroad featuring equipment displays, railroadiana show and photo and art contest. Weekend pass $25 adults, $15 kids. Contact Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788.

HOBOKEN, NEW JERSEY, June 7-8 and 14-15. C&O 4-8-4

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WHIPPANY, NEW JERSEY, June 21-22. Railroad Festival '97, "A Swinging Sixties Weekend" at the Whippany Railway Museum. Vintage railroad locomotives on display from the United Railroad Historical Society of New Jersey, plus '60s cars, trucks and buses. Train rides hourly 12pm-5pm Saturday, 12pm-4pm Sunday; fare $7 adults, $4 kids under 12. Free admission to festival. Night photo session Saturday, tickets $15. Order train or night photo tickets from URHS, P.O. Box 711, Clark, NJ 07066; information 201/887-8177.

MADISON, SOUTH DAKOTA, June 21-22. Railroad Days at Prairie Village. Three steam locomotives and one diesel on display, train rides and other exhibits. Dinner train requires advance reservations. Information from Karen Becker, P.O. Box 256, Madison, SD 57042; 800/693-3644 or 605/256-3644.

CALGARY, ALBERTA, June 21-22. Heritage Park Railway Days will showcase the steam railway, operating streetcars and preserved equipment in a historic town context. Two matching USRA 0-6-0s in service on passenger, freight and mixed consists. For more information call 403/259-1900.

TENNESSEE PASS EXCURSION, June 21-23. UP 844 and E9s will power a trip from Denver to Salt Lake City via the Royal Gorge and Tennessee Pass. **June 21,** Denver to Canon City via Joint Line to Pueblo. **June 22,** Canon City to Grand Junction over Tennessee Pass. **June 23,** Grand Junction to Salt Lake City via D&RGW/*California Zephyr* route. *This trip is sold out.*

WASHINGTON, D.C., June 22-July 3. Ride to the NRHS Convention in Salt Lake City aboard the heavyweight Pullman *Dover Harbor.* Outbound trip behind Amtrak's *Cardinal* and *California Zephyr,* return via *Zephyr* and *Capitol Limited.* Fare is $1,949 per person. Information: Washington D.C. Chapter NRHS, c/o Henry Bielstein, Ticket Agent, 13435 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592.

SALT LAKE CITY, UTAH, June 24-28. Convention of the National Railway Historical Society. Tentative schedule includes **June 24,** Heber Valley Railroad; **June 25,** choice of Nevada Northern or UP E9s to Lyndyll via Provo Sub; **June 26,** Golden Spike NHS and Ogden Station Museum; **June 27,** Salt Lake, Garfield & Western and banquet and **June 28,** UP 844 to Cache Junction. For more information contact Promontory Chapter NRHS, 1965 Lindsay Drive, Taylorsville, UT 84119.

GALESBURG, ILLINOIS, June 28-29. Annual Galesburg Railroad Days featuring exhibits and displays, train rides to BNSF yard, bus tour of dispatchers office, many family-related activities. Displays will include Milwaukee Road 4-8-4 261, Frisco 4-8-2 1522, the *Nebraska Zephyr* and BNSF's executive train with F-units. Most events free. Information from Galesburg Area CVB, P.O. Box 749, Dept. RF, Galesburg, IL 61402-0749; 309/343-1194.

WILMINGTON, DELAWARE, July 19. 6th Annual Rail to the Fair trip to the Delaware State Fair in Harrington using Amtrak equipment. Optional side trip to Laurel, Del. Trip may also be boarded at Philadelphia or several locations in Delaware. For a complete schedule and fare information contact Christie Hoffman or Doug Andrews, Delaware Transit Corporation, 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412 or 3451

UNION PACIFIC STEAM will operate in conjunction with Cheyenne Frontier Days. Scheduled power is 4-8-4 844 and Centennial 6936. Tentative plans include: **July 24,** *deadhead move* of equipment from Cheyenne to Denver; **July 26,** round trip from Denver to Cheyenne sponsored by Denver *Post* (call 303/296-4754 for ticket information); **July 27,** *deadhead move* of equipment from Denver to Cheyenne.

INTERNATIONAL TOURS

BANANAFISH TOURS, 3069 Otto Avenue, Alpine, CA 91901, will operate a tour through Mexico's Copper Canyon April 26-May 1 using a private train with dome cars, sleepers and an open gondola. Fare is $790 per person, double occupancy.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following foreign steam tours. Send a SSAE for details.

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LONDON, PARIS and HOLLAND High Speed Rail Tour sponsored by Bluewater Michigan Chapter NRHS, April 18-27. *Eurostar* and *Thalys* high speed trains, sightseeing tours. Fare $2495 per person, double occupancy. Information from Bluewater Michigan NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; 810/399-7963.

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RAILROADIANA MEETS

PINE BLUFF, ARKANSAS, April 5. 2nd Annual Railroadiana & Model Train Meet sponsored by the Arkansas Railroad Museum and Cotton Belt Rail Historical Society at the museum, Highway 65 & Port Road, 10am-5pm. Cotton Belt 819 will be under steam. Admission is a donation to the museum. Information: Robert Worlow, 21515 N. Mill Road, Little Rock, AR 72206; 501/888-5655.

CLEVELAND, OHIO, April 6. Train Show at Trolleyville USA, 7100 Columbia Road, Olmstead Township, 9am-3pm. Ride streetcars to and from the show. Information: Carolyn Hassell, 216/235-4725.

LONDON, ONTARIO, April 12. Forest City Railway Society's 23rd Annual Slide Trade & Sale Day at Fanshawe College, 1460 Oxford Street, Room B1071, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, Ontario N5X 2P7, Canada; 519/438-3330.

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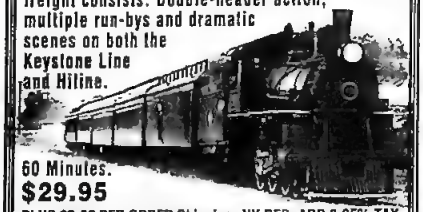
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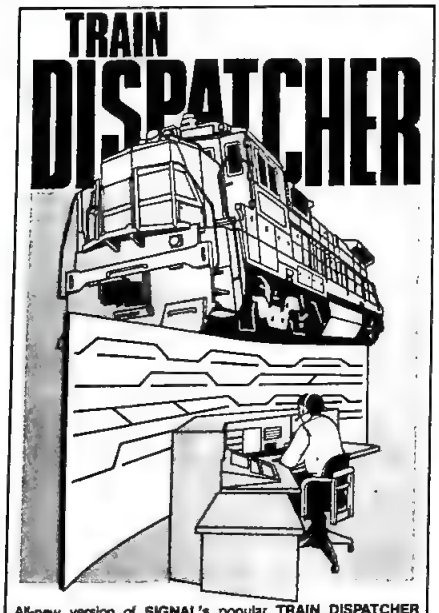
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KINGSTON, ONTARIO, April 19-20. Rail-O-Rama sponsored by the Kingston Division of the Canadian Railroad Historical Association at Portsmouth Olympic Harbour, 53 Yonge Street, Saturday 11am-5pm, Sunday 10am-4pm. Admission $4 adults, $3 seniors, $1 children. Information: Gary Haggart, 109 Fairview Road, Kingston, Ontario K7M 3B2, Canada; 613/548-3294.

NORTH PLATTE, NEBRASKA, April 19-20. 4th Annual Train Show & Swap Meet sponsored by the Nebraska West Central Division NMRA at The Mall, 1000 South Dewey Street, Saturday 10am-6pm, Sunday 11am-5pm. Admission $3, children 14 and under $1, under 5 free with adult. UP Bailey Yard Tour (Saturday) $5. Information: Gene Tacey, Registrar, P.O. Box 485, Sutherland, NE 69195; 308/386-2489.

DANBURY, CONNECTICUT, April 26-27. Danbury Railway Museum Spring Train Show, 120 White Street, 10am-5pm. Admission $3 adults, $2 children 5-15, under 5 free. Train rides on Maybrook Line for additional fee. Information: Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337.

WESTPORT, CONNECTICUT, April 27. Southern Connecticut Railroadiana & Artifacts Show at Staples High School Fieldhouse, 70 North Avenue (I-95 Exit 18), 9am-4pm. Admission $5, children under 12 free. Information: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074.

WINSLOW, NEW JERSEY, May 4. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3 adults, children under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 before 9pm.

FOXBORO, MASSACHUSETTS, May 4. Rail-A-Rama train show sponsored by Mystic Valley Railway Society at Demetri's Convention Center, Route 1, 10am-4pm. Admission $3 adults, $1 children under 13, children under 5 free. Information: MVRS, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

NEWTON (WABAN), MASSACHUSETTS, May 9. Boston Chapter NRHS Collector's Night at the Union Church, Waban & Collins Streets, 7pm-10pm. Admission $1, family maximum $2, children free. Information: Kevin T. Farrell, Boston Chapter NRHS, P.O. Box 252, Newtown Branch, Boston, MA 02258; 508/663-6239 between 7pm-10pm.

STRASBURG, PENNSYLVANIA, May 18. Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Rt. 896, 9am-2pm Admission $3, under 12 free Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603, 717/392-5515.

CARNEYS POINT, NEW JERSEY, May 18. Annual Carneys Point Train Meet at the Carneys Point Volunteer Fire Hall, Walker Avenue & D Street, 10am-3pm. Admission $3, children under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 before 9pm.

ALBUQUERQUE, NEW MEXICO, May 18. Albuquerque Railroad Fair at the Manuel Lujan Exhibit Hall, New Mexico State Fairgrounds, 9am-4pm. Admission $4, children under 12 free. Information: Bryan Moseley, P.O. Box 6583, Albuquerque, NM 87197-6583; 505/345-0657.

JERSEY CITY, NEW JERSEY, May 18. Trans-Rail Expo sponsored by Communipaw Commemoratives and the NJ State Park Service at the CRRofNJ Station, Liberty State Park, 9am-5pm. Admission $6 adults, $2 children under 12. Information: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002-0831; 201/823-4983.

STROUDSBURG, PENNSYLVANIA, May 24. Spring Pocono Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, 9am-2pm. Admission $3.50 adults, children under 12 free. Information: John Lutz, 39 Kinney Avenue, Mount Pocono, PA 18344; 717/839-7465.

ORLANDO, FLORIDA, May 24. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show & Sale at Loch Haven Park Neighborhood Center, 610 N. Lake Formosa Drive, 10am-2pm. Admission $2, under 12 free. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

FORT WORTH, TEXAS, May 25. Lone Star Train Fair at the Amon G. Carter Exhibit Hall in the Will Rogers Memorial Center, 10am-5pm. Admission $5, children under 12 free. Information: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

ON THE MENU

by JAMES D. PORTERFIELD

The "China Man"

WE OPEN WITH A POP QUIZ: Who's been mentioned by name in this column more times than anyone else? No, he doesn't operate a dinner train. He's not an Amtrak chef. You won't find him mentioned in any histories of rail dining. He isn't even officially connected with a railroad. Who is this "mystery man?"

He's the "China Man," Dick Luckin (the nickname comes courtesy of a private car owner who always hails him thus). Perhaps the leading authority on railroad china and the creative force behind the company China Concepts, Dick's name has crept into this column repeatedly. First in the March 1994 issue, when his role in the New York, Susquehanna & Western Technical and Historical Society's business car china fund raiser was described, then later, when the Amtrak *Coast Starlight* demitasse he created was announced (December 1996); again when he designed the replacement china for the *American Orient Express;* up to as recently as last month, when "Breakfast on the GEORGIA 300" was served on Luckin-designed china.

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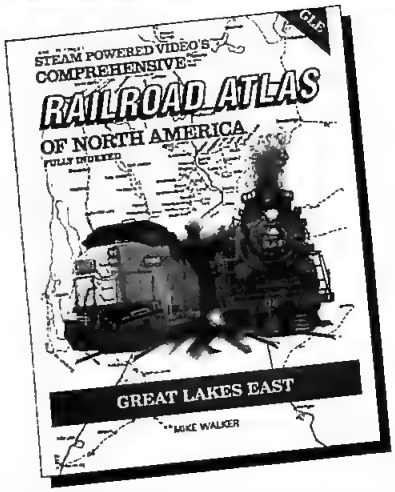

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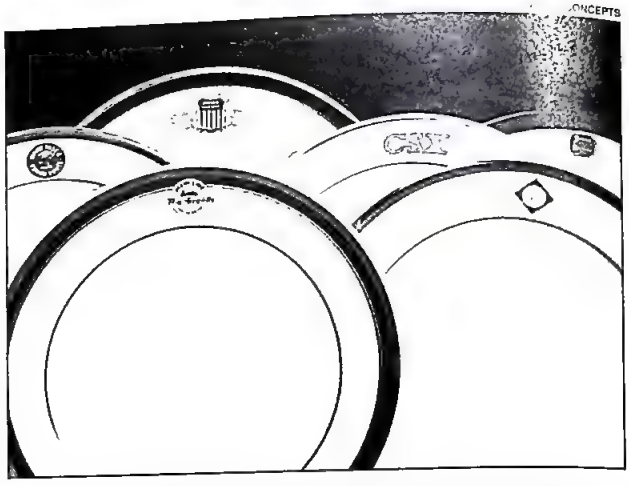

THE "CHINA MAN" is Dick Luckin (**opposite**), the creative force behind China Concepts, which has designed patterns for railroads large and small.

Less well known is the fact that Dick has also created china used on the CSX lounge/diner *Indiana*, on the Rio Grande business cars *Utah* and *Kansas*, on business cars of the Union Pacific, Kansas City Southern and Morristown & Erie, as well as on the dining car of the White Pass & Yukon. Dick Luckin, you see, has been unobtrusively at the center of many a recent newsworthy rail dining events.

Like many rail fans, Dick's interest in trains started with a gift. "It was Christmas, 1952," he says immediately when asked how he got into this. "I got a Varney HO-scale Bangor & Aroostock metal reefer kit. See, I was hooked on the hobby side first. Later, when my family moved to Rochester, N.Y., I found myself living near a New York Central yard. Train watching became my pastime. I hung around enough to be invited to ride in locomotives. I took my first fantrip when I was 21, behind CN 4-8-4 6167. When I began work in the advertising specialty industry in Chatham, New York, I rode the New York Central back and forth." In fact, he was known to kill an occasional day off just riding trains.

"I was in Chicago once and rode the *Hiawatha*. On another trip I rode the *400*. Going to Chicago I'd ride the *Capitol Limited* or the *Twentieth Century Limited*. I rode every train I could. That's when I became taken by the dining car experience." So taken, in fact, that he began collecting pieces of dining car china.

"My first piece" — by now, I am convinced he has an inexhaustible memory — "was an Erie Starucca-pattern dinner plate I bought on an Erie-Lackawanna fantrip in the 1960s. They were selling it in the baggage car." Within ten years he would be described as an avid collector. He traces the origins of china collecting to a show he helped organize: The Harlem Valley Railroad Club Mini-Conventions in 1967, 1968 and 1969. "That's when I realized how big the hobby was and how much stuff existed. I began collecting with a passion, all pieces, all railroads," Luckin says today.

"I came to realize this could be a part-time business. I would recreate classic pieces and design new pieces," Luckin says. "No one was pursuing opportunities among private car and business car owners. I launched China Concepts in 1981. I attended shows, continued collecting and wrote a book (*Dining on Rails*, first published in 1983 and described below). My first reproduction order was for the D&RGW 'Prospector' plate, a most unusual and hard-to-find piece. It was commissioned by the Intermountain Chapter of the NRHS." That was in 1984. Since 1993, when he retired after 20 years as a television producer/director in employee communications with Coors Brewing Co., he has worked full time to grow China Concepts.

Luckin's business comes from referrals, from people who see his book from his own marketing efforts and, he reminds me, from repeat orders from satisfied customers. "It usually starts with a telephone call," Dick says. "We then communicate by letter, telephone and fax, until I can gain a clear understanding of what the client wants."

He asks for as many visuals as possible to help him interpret the project creatively. "I try to travel to meet the client, too," he says. "That works best for me."

Once he has conceptualized his design, Luckin will present his ideas and design suggestion for review. "At this point I'll also show samples of the pieces I recommend," he says. "Once they approve a concept, I collect a deposit to make a sample." This careful preliminary work pays off. "I've only had one sample piece returned for redesign."

At that point, the client places an order and puts up a fifty percent deposit. Generally, a five-piece place setting with a one-color decoration will start at $100 per place setting, with discounts common on orders for more than twelve place settings. "When the order comes in, usually six to eight weeks later, I inspect the pieces to insure their quality. I also check for damage. After delivery, I follow up with the client to assure complete satisfaction with my work."

It is a formula that works. In addition to his work for private car owners, railroad business cars and railroad historic societies, Dick has designed china for executive aircraft, private yachts and even the china found on board Cessna Aircraft's demonstrator airplanes.

"I guess you could say that I specialize in mobile dining rooms," Luckin says. Not entirely. One of his clients was the family of a couple celebrating their 50th wedding anniversary, for whom he designed a set of twelve dinner plates featuring the family crest up front and a chronicle of the couple's life together in the backstamp. He also designed china for the DeLorean Car Club, a neighborhood church, the President of

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

Peru and several private buyers, as well.

Dick is generous with his knowledge of the hobby and business. His exhaustive book, *Dining on Rails: An Encyclopedia of Railroad China* (1994), now in its third updated edition, is generally regarded as the most complete book ever published about railroad china. It details nearly 900 patterns once used on trains, in railroad hotels and depot restaurants and on ships owned or operated by railroads. With date code information, hundreds of illustrations and a chapter on reproduction and counterfeit china, it has become the unofficial handbook of serious railroad china collectors everywhere. *Teapot Treasury* (1987) is dedicated primarily to the popular dining car accessory of its title but includes coffee, hot water and hot chocolate pots, sugar bowls and creamers. *Mimbres to Mimbreno* (1992, now out of print) is dedicated to perhaps the most acclaimed dining car china, the Santa Fe's Mimbreno pattern, created in 1936 for the deluxe, new, all-Pullman *Super Chief*. *ButterPat World* (1996) bridges all forms of transportation — train, boat and airline — which used this distinctive piece of serving china.

He is now completing *Syracuse China and the Railroads*, about one of the major manufacturers of railroad china. "It will be a lavishly illustrated description of nearly 100 patterns," Luckin says. "I've included exterior shots of the trains Syracuse china was used on with interior shots of the railroads' dining cars, often showing Syracuse china in use, as well as menus, recipes and memorabilia." Meanwhile, he also writes the "China Corner" column for *The Railroadiana Express*, the slick quarterly publication of the Railroadiana Collectors Association.

It's a tribute to Dick Luckin's fastidiousness about his work that, when asked, "What are some things — serious or silly, either will do — that have gone wrong?," he couldn't think of anything. Pressed on the matter, and after several false starts, he finally confessed that, "Well, when the bouillon cups for the GEORGIA 300 came in, the logo was mounted crooked." but even that had a happy ending: "Jack Heard just gave them away to train crews."

P.S.: Dick Luckin, quiet and gentlemanly, did not ask me to do this, but here's how to reach him, whether you want him to create custom china for your private car or just to order one of his books: China Concepts, 621 Cascade Court, Golden, CO 80403-1581; 303/278-0669; fax 303/215-0095.

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Eola is a favorite train watching hot spot for Burlington Northern, Southern Pacific and Canadian National fans. BN and SP trains from the Galesburg-Denver line and BN and CN trains from Northtown and the Pacific Northwest run thru Eola. BN has a big yard here with several locals and jobs operating Amtrak & Metra commuters run thru here (there's a minimum of Metras on this tape!) and can cause bunching of traffic. Lots of mainline action with a good mix of locals and jobs, old & new power
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Volume 2 covers La Fox overlook, Maple Park, DeKalb & old coaling towers, Rochelle diamond crossing with BNSF, Nelson & old coaling towers, Clinton 5th Street interlocking, Mississippi River crossing. Over 50 trains.
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Burlington Northern - East End (1995)
BN in Eastern Illinois before the BNSF merger. Lots of mainline BN with some SP and Canadian National trains from Aurora to Cicero on the BN triple track main. Locations include Aurora, Eola, Naperville, Lisle, Downers Grove, LaGrange, Berwyn and Cicero. An outside look at Clyde yard complex and the Belt Railway of Chicago. Pool/lease power from a variety of roads.
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Southern Pacific in Eastern Illinois (1995)
SP on BN tracks and Belt Railway of Chicago tracks in Eastern Illinois before the BNSF and UP/SP mergers. Follows a wide variety of SP trains from Aurora to Cicero on the BN triple track main, the Belt Railway of Chicago west end and the BN "Hole". Wide variety of power including brand new GE AC4400CWs. Get a good look at SP's complex Chicago area operations.
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The second portion of this video was taken at Waverly, Ohio also in the mid-80's by Steve Neff. Watch the DT&I/GT trains manuever into the N&W interchange yard in Waverly. You'll visit Gregg's Hill which many railfans consider one of the most scenic train watching spots in Southern Ohio. View the DT&I backing their long trains caboose first all the way to Waverly while trains on the C&O and N&W make cameo appearances.

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by STEVE BARRY

What's New?

One of the most respected rail organizations in the country, the 470 Railroad Club, is offering a set of 18 3½"×5½" postcards depicting contemporary scenes around New England. Images include a Maine Central GP7 in Guilford paint at Rigby Yard in Portland, Maine; Bangor & Aroostook F3 502 at Oakfield, Maine; USAF 65-tonner 1690 at Limestone Air Force Base in northern Maine; Belfast & Moosehead Lake's Swedish trainset; New Hampshire & Vermont GP9 669 at Whitefield, New Hampshire; Conway Scenic FP9s on Willey Brook Trestle; Bridgton & Harrison 2-4-4T 8 working at the Maine Narrow Gauge Railroad Company & Museum in Portland; a pair of Canadian National GP40-2W's on the St. Lawrence & Atlantic at Island Pond, Vermont; Maine Coast RS11 367 crossing the New Meadows River near Bath, Maine, and more. Photo credits include Bill Robertson, Tim Franz, Brian Fay, Allan N. Houghton and Cover One winner Les MacDonald. The cards are available for $5.00 per set (Maine residents add 24¢ sales tax) from the 470 Railroad Club, c/o Henry Dickinson, Jr., 1 Shady Lane, Arundel, ME 04046.

Anthracite scenes

Students of Pennsylvania's Anthracite region will welcome **Scenes Along The Rails Volume I: The Anthracite Region of Pennsylvania, Part I** by John W. Hudson II and Suzanne C. Hudson. This 108-page 8½"×11" hardcover book contains a wealth of black and white postcard views of the various anthracite shippers in the coal fields of northeastern Pennsylvania. The book focuses on the "glory years" of the anthracite industry: 1900-1925. Showcased in a chapter-by-chapter format are the Delaware & Hudson; Delaware, Lackawanna & Western; Erie and New York, Ontario & Western. Also featured are the smaller roads: Wilkes Barre & Eastern; Delaware Valley; the Shohola Glen Switchback Railroad and the Lackawanna & Wyoming Valley (known as the Laurel Line, an electric interurban and freight hauler between Scranton and Wilkes Barre, Penn.).

The bulk of the images, all of which came from postcards that are over 70 years old, reproduced extremely well and are very sharp with good detail. The cards are arranged in the chapters so that they follow the lines in geographical order and are supplemented by detailed captions that do more than merely state the obvious. Brief historical overviews of the railroads are also included. Only a few of the images are a little fuzzy, due to imperfections in the originals, but on the whole, their quality is very good.

One small point of contention I did have was the confusing nature of the maps. In the early part of the 20th century, this region was laced with numerous railroads. The maps in the book are a bit hard to follow, for they lack clear-cut detail and "throw" a lot of information at you. I hope to see either color or shading of primary lines in future volumes of the series (it will make it easier for us lazy folk to read the maps!). For those interested in the rail history of this region, as well as postcard collectors, this book would fit well into their respective collections. The authors plan to make this the first edition of three which focus on the three anthracite fields of northeastern Pennsylvania. In addition, future volumes in the series are also planned which will look at other portions of the state. Volume I Part I sells for $25.00 plus $3.75 shipping and is available from Depot House Publishing 6683 Loveland Miamiville Road, Loveland, OH 45140-8732, 513/677-2357— C.K.

Book Reviews

Dragons on the Great Rails, by Kazumasa Murai, published by Shinpusha, available directly from the author at 3168-8 Asahigaoka-machi, Hanamigawa-ku, CHIBA-shi, 262 Japan; 208 8½"×11" pages, hardcover, $49.00 U.S. funds (includes surface mail postage; air mail add $19.25).

If you think we have it rough here in the United States, try being a steam fan in China. After looking through this book you'll have a whole new appreciation of how good we actually have it.

This book is something of an international achievement — the text is in both Chinese and English, and it was written by a Japanese railfan. The author intended the book as a steam enthusiast's guide to China. In addition to the 183 photos (162 in color) there are maps with photo locations, a guide to Chinese steam locomotives and information updated through June 1996. The color photos are for the most part very high quality, some downright stunning. The black and white photos are in many cases a little muddy, but they show subject matter that was worth including in the book but were only shootable when lighting conditions prohibited the use of color film.

The text in this book is as enjoyable as the photos. The introductory text doesn't deal a whole lot with steam locomotives but instead talks about travel in China in general. In its rapid race to catch up with the rest of the civilized world, the newly opened China is reluctant to show off its steam power, as it reflects a less-than-modern image. Therefore, the casual tourist to China will likely not see any steam. It is up to steam-seekers to make their own arrangements. The preface mentions that once you arrive at an airport you will be met by a guide who will accompany you on your entire trip. When you travel anywhere in China away from the airport you'll need to hire a local guide as well. The railroad will also assign you a guide. If you're lucky, all the guides will speak the same language; if they don't, you'll need at least one interpreter. Finally, to get anywhere you need to hire drivers. It's possible when small groups visit China to photograph steam that the support staff will outnumber the visitors. Just to complicate matters, the guides will expect you to act like normal tourists, eating a late and large

Railroad Video Quarterly

America's most successful rail video periodical, the **QUARTERLY** showcases a grand diversity as lensed by over one hundred professional and amateur videographers. Each issue runs TWO HOURS (#1 is 94 minutes) comprised of 10 to 15 or more segments. Subject matter ranges from vintage to hot news items; 4-8-4s to Dash 9s; busy mains to rural branches; trolleys to TGVs; plus towers and much more. Because our contributors were "there", you will see the unusual trains, lucky meets, and unique events which the major producers missed. You could spend hundreds of dollars on videos showing the same locations and events we cover - and miss those items only to be enjoyed on R.V.Q. Or, for the price of lunch once a month (5.33^{1/3}$), subscribe to the **QUARTERLY!** Yearly subscriptions are just $64. For this you receive four issues, delivery included, PLUS a free Weekend Chief calendar for 1998! (Specify if you wish to start with the February or May 1997 issue). May issue will be ready about May 10.

Because they are all new until you have viewed them, back issues are popular. Listed below are highlights from all previous editions, plus the 1997 issues available. Prices: $20 each; or $15 each for any THREE or more; OR our **COLLECTOR'S SPECIAL:** Issues #1(Nov. 1992) to #17 (Nov. 1996) $199.^{00}! (Less than $12 each!!) No postage! Check, M.O., Visa or Mastercard accepted. Call 330 630 9817, or write to address below.

HIGHLIGHTS only are mentioned; each issue contains several more delights!

#1 NOV '92 - Contest winners: Cumbres Stall; Flaming GE; Boston & Worcester; DL&W in 1957; Kansas City diamonds; UP's "drive thru", more.

#2 FEB '93 - Wrecks (1950s to 90s); South Shore's Airport Connection; MARC; Building an Amtrak station; RF&P in 1988; Challenger on the Clinchfield; etc.

#3 MAY '93 - X2000 story; Winter from "Capitol" dome; Maryland Scenic FAs; Pittsburgh Light Rail; Australia; CTA retirements; Monongahela Postlude; Stranded!

#4 AUG '93 - I.C.E. train testing & tour; Berea; St Louis Metrolink; "River Cities"; Flood detours; Mohawk Valley (NYC; CR); Dolton Jct; Miniature Steam, Misc.

#5 NOV '93 - New York City area festival (1960s to 1993); W&W Alcos; Pennsy steam in 1957; C&IM steam (4-4-0!) & diesel; Concrete tie laying; Joliet, usw.

#6 FEB '94

Deep Freeze: Amtrak, CSX; "Pennsylvanian" journey; Carnegie model RR; PRR diesels; Coal Drag Duet; NYC "Jet" RDC test; KB&S Alcos; Cog (NH); et.al.

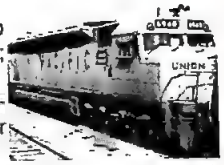
#7 MAY '94

Jersey Shore ("Nellie Bly"; AC revival); BN Fs to Winter Park; 1950s festival at St Louis and Rondout; Poughkeepsie Bridge; Ride the M&NJ.

#8 AUG '94

Dome car at 50; Cal. Zephyr ride 1960s; 1984 at the Loop; #4449 M&SV; GTW Steam; Ski Train; A&WP #290; N-S Burnside Bridge; Gallery.

#9 NOV '94



East Broad Top Spectacular; Gallitzin Tunnel Project; Miller Tower; W.M. Scenic Steam cab ride; DD40 Indian Summer; Gettysburg Steam, River Ferry.

#10 FEB '95

E-L Memories; St. Clair Tunnel Break through; IC 1960 steam reprieve; CSX punches through snow; UP Challenger excursions; Arkansas Alcos; Talgo tour.

#11 MAY '95

"Advertising" PCCs; C&TS Doubleheader; Sand Patch; Loco Simulator; Marion, OH Tower closes; "I Think I Can" on GTW; Cotton Belt #819; BM&R; BC Winter.

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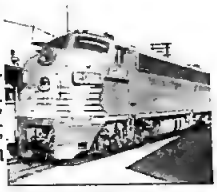

Frisco passenger trains; Cigar for Amtrak; "Blue Bird"; KCS in Arkansas; 611 & 1218; Beach Train; Industrial RR Sampler; Mt. Rainier triple; Limping Shay; More

#13 NOV '95

Turbomeca rebuilds; Operation Lifesaver W&LE demo; FL-9 Cab to Danbury; #4449 in the Cascades; Algoma's Fs; "Not" the Broadway; KATY minus rails.

#14 FEB '96

1950s winter on the Colorado Narrow Gauge; "Viewliners" debut; PRR 1946 at Homewood Jct; China Steam; Michigan and Wisconsin action; S.F. color PCCs.

#15 MAY '96

"Plumes across the Poconos" Steamtown's Winter Fantasy; #614T coal test; "Cincinnatian" and other B&O Steam; CN Electrics; Coffee Pots and more.

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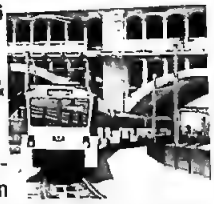

Cleveland's Waterfront Line & Streetcar Heritage; MidTown Direct; Lisbon Trolleys; Dolton Tower; Phoenix Sunset; Canadian Diary; Crane vs Crane!

#17 NOV '96

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breakfast, enjoying a leisurely lunch and wrapping up the day well before dusk to get a hotel and supper. They don't understand the railfan way where you're trackside at daybreak and trying to squeeze the last ray out of the sun at night.

The book is broken down geographically, but there are lengthy sidebars devoted to other pitfalls of travel in China. The author includes items such as the advantages and disadvantages of traveling alone or in a group, how to get around without a guide, travel by train in China (it's crowded and dirty) and potential trouble with local authorities. Areas of China that are officially open to visitors may in fact be off limits by random whims of local officials.

While the text not associated with the pictures is geared to travel in China, the lengthy photo captions (also in English and Chinese) give details of the locomotives and trains. Even more than that, though, the author has included his own thoughts about composition to the point that he even points out how he would shoot the same scene differently if given the opportunity. Books published in the U.S. seldom let you get into the photographer's head like this one — you'll find that foreign fans take this stuff even more seriously than we statesiders.

The pictures are the purpose of the book, and there are some truly outstanding scenes in here. We find a 2-10-2 splitting signals at daybreak and a 2-8-2 crossing a bridge with the setting sun between the water and the deck. How about triple-headed 2-10-2s crossing a desert? There's an unusual doubleheader with 2-10-2s coupled tender-to-tender. Several photos taken around Tian Zhu depict a quadruple horseshoe curve laid out on a mountainside, complete with images of multiple trains, all steam powered, winding their way through the scene. Plenty of steam, plenty of smoke, lots of glint lighting — a very impressive package. For the most part the photos are action scenes showing trains in the Chinese environment (a few even show landmarks like the Great Wall). There are only a handful of roster shots.

Overall, this is a very pleasing book. It's humorous, attractive and helpful. The translation to English is sometimes a little rocky, but that only adds to the book's charm. If you're planning a trip to China, this book is a must. If you're a steam fan, you'll find a lot to like in this book — S.B.

TRACTION PUBLICATIONS by Joe L. Diaz

Cincinnati & Columbus Traction Co., Hillsboro Short Line, The Swing Line, by David McNeil, is the detailed story of an interurban line that held great promise to serve the population between its namesake cities but did not succeed. The line suspended operations in 1919. The author spent his youth in the area and was fascinated by the history that was spoken of and evident all around. The story is presented here for the pleasure of all those in the area who may have been aware of its one-time existence and shared the author's fascination. Traction fans who want to explore what went on here will enjoy the book as well.

Though not a glamorous work, this is the result of many years of diligent research coupled with over 100 photographs, reproductions of timetables, many detailed maps of the area, numerous and interesting local advertising and car drawings. The vast number of photographs herein, all black and white, convey a good representation of the car equipment in operation. Considering the age of such material, the author must be applauded for his sincere effort to show the reader as much detail as was available.

All in all, this is a very worthwhile production, particularly for those with an interest of what was developing at this time in south-central Ohio and what might have been. An index is included.

The $20.00 price tag is a modest cost for such a great detailed account which will intrigue many serious students of the electric railways in this area. This reviewer found the book of good interest despite the unfulfilled promise of this interurban railway and its promoter. The softcover book contains 174 8½"×11" pages and is available for $20.00 plus $2.00 handling from David McNeil, 29 Clark Street, Cincinnati, OH 45215 —JOE L. DIAZ

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AMTRAK BUDGET WOES Amtrak President Thomas M. Downs expressed disappointment with the Fiscal Year 1998 Amtrak budget proposed by the Clinton Administration, saying the limited funding would severely threaten Amtrak's ambitious turnaround, will stall the Northeast Corridor's high-speed rail program, and creates a potentially contentious competition between the transportation modes for limited funds.

Amtrak is in its third year of implementing its business plan to become free of federal operating support by 2002. The plan re-engineers Amtrak into a market-driven, customer-focused enterprise but is contingent on a dedicated source of capital from the federal government, similar to that provided to the other modes. In a 1996 report, the General Accounting Office found Amtrak to be successfully implementing its plan but agreed the railroad would not survive without the capital funding Amtrak has requested.

Key numbers in the Administration's budget proposal for Amtrak are $423 million for capital and $202 million for operating support. Amtrak's request for FY98 is for $751 million capital and $245 million in operating support. Both capital figures include Northeast Corridor improvements as well as general capital needs.

The capital level proposed by the Administration, $423 million, mandates that at least $200 million be dedicated to the Northeast Corridor Improvement Project, leaving about $223 million for all other capital needs. Of that $223 million, $23 million would be earmarked to refurbish the post office building across from Penn Station in Manhattan into a new passenger station, moving Amtrak out of Madison Square Garden's basement. These capital levels would be inadequate either to continue on schedule the acquisition of high-speed trainsets and their necessary infrastructure improvements or to significantly reduce the operating cost of conventional trains by buying down the commercial debt on existing equipment.

Amtrak's capital request of $751 million reflects the estimated amount that would result from one-half cent of the federal fuel tax. During this year's reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), Amtrak's top priority is the creation of a dedicated trust fund to cover Amtrak's capital needs. One option to meet that goal is to direct one-half cent of the existing federal excise tax on fuel, currently going towards deficit reduction. If a half-cent dedicated capital funding source is not approved during this year's legislative session, Amtrak's required operating funds of $245 million for FY98 will climb to well over $300 million.

UNION PACIFIC CAPACITY UPGRADES PLANNED Union Pacific Corporation approved a 1997 capital spending plan of $2.2 billion for Union Pacific Railroad in January 1997. Included is more than $500 million to upgrade the former Southern Pacific Capital Corridor from San Jose to Sacramento, California. Replacement of 112 miles of rail is planned — 60 miles of new rail and 52 miles of second-hand rail will be used. In all, 1168 miles of rail will be installed on the railroad in 1997. Nearly 3.4 million ties will be installed — 3.1 million wood and 264,000 concrete ties representing a capital investment of $376 million will support the relaid rail.

Also in 1997, UP will initiate the $750 million project of upgrading and adding capacity to numerous key corridors including the Salina Subdivision (Kansas Pacific) main line between Denver, Colorado, and Topeka, Kansas. Work has begun to lengthen sidings on this line.

Also budgeted is $615 million for 260 new a.c. traction locomotives. EMD will deliver 110 units, 25 of which will be equipped with the new 6,000-h.p. H-engine, and 85 will contain 4,300 h.p. engines convertible to 6,000 h.p. in 1998. General Electric will deliver the other 150 units, all equipped with 4,400-h.p. prime movers. Lastly, $10 million will go toward keeping an aging SD40-2 fleet up and running. See this month's feature on the race for 6,000 h.p., beginning on page 28, for details on the locomotives that the UP and other railroads are so interested in — CHIP SHERMAN.

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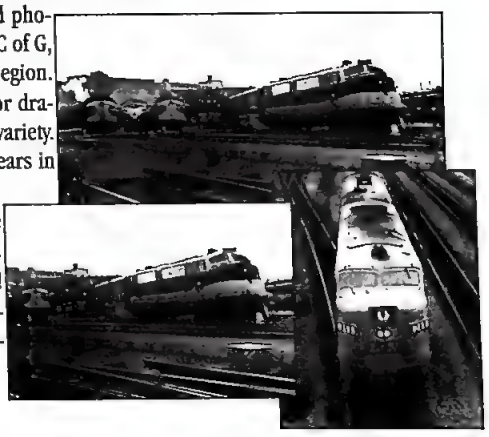

Unlike many railroad photographers, Lamb aimed for human interest and for the unusual or dramatic angle, so there ar plenty of action photos of trains, but few of the usual 3/4 "wedge" variety. Lamb has become well known in the railfan community through photos appearing over the years in Trains and many other magazines and books.

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RAILNEWS

CONRAIL / CSX / NS UPDATE In the wake of the January 16, 1997, rejection of the Conrail-CSX merger by a 53% majority of the 82.3 million Conrail shares that were voted, the vocal CEO's have adopted a new policy: silence. Estimates say 48 million of the 53.2 million Conrail shares held by the public, mostly institutional investors, were opposed to the deal which would have allowed CSX to gain control of Conrail. Those shares held by CSX employees and especially Conrail employees were in favor of the merger, for fear of NS swallowing Conrail whole and taking away what many of them have spent a career building.

As a result of the decision, Conrail's David M. LeVan, CSX's John W. Snow, and Norfolk Southern's David R. Goode met in private in Washington, D.C., on Friday, January 31, 1997. The outcome of this secretive gathering was an announcement that for the time being, outsiders will kept on the outside while the three talk directly, not through intermediaries, about how to proceed.

Continuing to play its cards close to the vest, Conrail has pushed its 1997 shareholders meeting back to December 19, some seven months later than usual. This was a move to prevent NS from taking control of its board of directors and removing those who are favorable to the Conrail-CSX deal.

NS's Goode has also raised the possibility of a negotiated settlement among the three companies. This outcome would most likely lead to a carved-up Conrail, with the Southern Tier Line (former-Erie Railroad) going to NS while CSX got the Pennsylvania and Lehigh Valley Railroad lines into the metropolitan area. Conrail's other lines would also be divided up between the two companies. Interestingly, this outcome, while painting the Northeast "Penn Central black" again in the form of NS's conservative paint scheme, would also create an environment ripe for short line growth as the big railroads scramble to drop lower density lines in an attempt to build capital.

Conrail and CSX contended through the early days of the merger announcement and right up to the silence agreement, that they would win a bid for a merger after they had the time to "sell the value of the deal" to shareholders. Reality triumphed, and the only value that was sold to shareholders was NS's offer, which was nearly $1 billion more (and in all cash) than the CSX stock and cash deal.

The Surface Transportation Board has issued statements that, although it can approve or reject a specific merger, it does not have the authority to order a company to merge with another company. Formal merger applications are due to be submitted to the STB in February or March, and the review process could take up to twelve months. What the STB has announced, though, was a statement that says if Conrail is split between CSX and NS, that it will be down the middle.

Through all of the high finance and speculation, one thing comes to light: a carved-up Conrail does make sense, both to break the monopoly on the New York City market and to spread the financial risk of a large takeover between two companies. Institutional investors will have a large part to say in who takes over whom because they are only interested in dollars and cents. They do not bring to the table wounds left open from the Norfolk & Western and Southern Railway combination. We can look forward to a surge of short line and regional activity as executives in these companies look to expand their holdings. And after all, these smaller companies are often more interesting for railfans to watch than the big guys.

RADER RAILCAR LOSES MARLBORO CONTRACT In an announcement during the first week of February 1997, Philip Morris, maker of Marlboro cigarettes, said that it has cancelled the contract it had with Rader Railcar of Denver, Colorado, to build its super-luxury train, the *Marlboro Unlimited.* Rader had won the contract nearly two years ago, but since then the project has been seriously behind schedule, sometimes up to 18 months in the red. The debut of the train has been delayed twice already since its announcement in September 1995. Even before this most recent development, its release was again delayed until the spring of 1998.

Marlboro has refused to say why Rader was dumped. Some have speculated that, accustomed to building one or two cars at at time, Rader had difficulty with Morris' extremely tall order of 20 state-of-the-art railcars to be built in quick succession. These cars, equipped with rich mahogany interiors and some with hot-tubs, have never been built before. In today's pre-fab society, this kind of opulence will most definitely cause delays. Phillip Morris has not selected a new firm to fill out the rest of the order, although a 1998 completion date is still scheduled.

CASS CONNECTION CANCELLED The West Virginia State Railroad Authority purchase of 122 miles of track from CSX has hit a brick wall for the time being. The former Western Maryland line from Tygart Junction to Bergoo was scheduled to be purchased by the WVSRA for $7.5 million. The deal included the ten-mile branch at Dailey but excluded the depot and the rail yard in Elkins, W.Va. These would most likely be abandoned by CSX.

CSX carmen, continuing to state that they deserve severance pay and protective benefits because of a fire which destroyed the Elkins roundhouse in 1981, filed an injunction in U.S. District Court in Elkins on Monday, January 13, 1997. The injunction seeks to block the sale of the line and disposal of assets which the carmen believe should be used to fulfill their claim.

The carmen's battle for what they believe is due them has had many ups and downs over the years. They lost a 1987 claim which they filed with the Special Board of Adjustment in which they sought to obtain severance pay and protective benefits after CSX furloughed a number of workers at the facility. In 1993 the carmen prevented CSX from abandoning the Elkins line, and then two years later the ICC denied CSX's repeat request to abandon. The reason was again the protective conditions that the carmen were seeking. Again in 1995, the workers were denied their request for severance, this time by the National Railroad Adjustment Board's second division. The carmen's lawsuit states that the public has a right to a stable rail transportation system, which is based on a stable railroad labor force. The suit contends that by furloughing employees, CSX destroys the carrier/labor balance which federal law mandates as well as agreements which seek to maintain this balance. This most recent battle has been won by the carmen, as the sale of the line, which was scheduled to be completed on Friday, February 7, 1997, was cancelled.

The deal was to include increased freight service on the line, which runs through Barbour, Randolph, Pocahontas and Webster Counties. Some of the towns along the line include North Elkins, Cheat Junction, Hickory Lick and Bergoo. Wood products are typical commodities hauled along with bituminous coal. Most importantly, the rail line would give the Cass Scenic Railroad, a tourist line based out of Cass, W.Va., access to the outside world as well as added revenue when it assumed operation of the new track. As it stands now, the CSRR is landlocked without a significant connection, and the Tygart Junction to Bergoo rail line is very light density and continues to remain a candidate for abandonment — something the counties have also fought hard against.

RAILAMERICA EXPANDS IN MINNESOTA Florida-based short line operator RailAmerica concluded an active year of acquisition on December 30, 1996, by purchasing from Burlington Northern 204 miles of former Great Northern lines in and around Crookston, Minnesota, that will be operated as its third Minnesota subsidiary — Minnesota Northern Railroad, Inc. (MNNR). The new railroad will have trackage rights over another 37 miles of track.

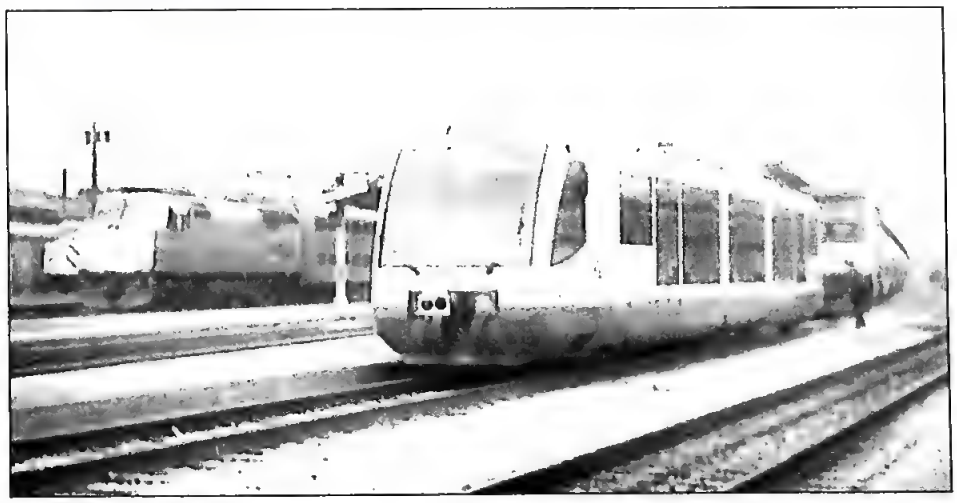
The MNNR's general offices are located in Crookston, a community of 8200 located 30 miles southeast of Grand Forks, North Dakota. The lines extend on the south from Perley, about ten miles north of Moorhead, Minn., northeast through Crookston and Thief River Falls to Warroad, near the Canadian border. The sale also includes lines to Ada and Fertile. The lines handle about 11,000 carloads of grain, fertilizer, aggregates and coal per year.

RailAmerica's other Minnesota operations include Dakota Rail (DAKR), a 44-mile short line based in Hutchinson, which was obtained in September 1995, and the 72-mile Otter Tail Valley Railroad (OTVR), located in Fergus Falls, which was purchased in October 1996. Both are ex-Great Northern/ Burlington Northern lines.

"Our acquisition of BNSF's Minnesota Cluster will form an integral part of our Minnesota railroad activities," said Gary O. Marino, chairman, president and chief executive officer of RailAmerica. "We will coordinate the operations of these rail lines with RailAmerica's existing Minnesota rail operations, Otter Tail Valley Railroad and

PIERRE OZORÁK

WALT STRINGER



THE *EMPRESS OF AGINCOURT,* CP Rail RSD17 8921 (**above**), was delivered to the Elgin County Railway Museum in St. Thomas, Ontario, on Tuesday, January 21, 1997. If CP can locate a prime mover (the unit lacks one) she may run again for the museum.

THE REGIO SPRINTER, a diesel test-train, was at San Jose Station on December 20, 1996. FRA limitations, due to size, make it impractical for main line runs, so static displays are all that are currently planned.

SP's TOWER 3, the railroad's last lever-operated tower on the system (**below**), was donated to its home town of Flatonia, Texas. Here, a new foundation for the 94-year-old gem is under construction on December 21, 1996, as an LBHOT (Long Beach-Houston: Intermodal) train rolls by.

TOM KLINE

Dakota Rail. This will enable us to more effectively utilize our Minnesota-based personnel and equipment."

MNNR began operations with a GP9 leased from BNSF, a GP35 leased from OmniTrax and one of OTVR's four GP18s. On the way are a trio of GP38s purchased from Oklahoma-based Kiamichi Railroad.

The new short line is the fourth purchased by RailAmerica since September, when it acquired a 131-mile line in Washington state from BNSF and named it the Cascade & Columbia River Railroad. In October, RailAmerica purchased OTVR through its Dakota Rail subsidiary. In November, RailAmerica's Delaware Valley Railway subsidiary purchased the assets of the 23-mile Gettysburg Railroad in Gettysburg, Penn., the sight of the American Civil War's most famous battle. RailAmerica now owns twelve short lines with nearly 1000 miles of track in Minnesota, Michigan, Indiana, Texas, Tennessee, Pennsylvania, Delaware and Washington — TERRY DAVIS.

ONTARIO'S NEWEST SHORT LINE Ontario L'Original (pronounced lau-ri-n'yall) began operations on November 2, 1996. A subsidiary of RailTex, the new railroad (**page 3**) assumed CN's 21-mile former Vankleek Hill Subdivision located in eastern Ontario, between Glen Robertson and Hawkesbury near the Quebec border. Also included in the OLR's deal was the 4.4-mile L'Original Spur where the carrier's biggest customer, IVACO, operates a steel mill. RailTex acquired the 25.4 miles of track for $1.1 million Canadian. The Ontario L'Original Railway is RailTex's second short line in the province. Five years ago the company began operations of the Goderich-Exeter Railway in southwestern Ontario.

OLR operates trains five days per week plus every second weekend, although trains may eventually operate daily if IVACO goes ahead with plans to expand its mill size and production capacity. OLR power is stationed in Hawkesbury where the company plans to build an enginehouse sometime in the future — PIERRE OZORÁK.

WISCONSIN CENTRAL EXPANDS — AGAIN Wisconsin Central Transportation Corporation (WCTC) [NASDAQ:WCLX] announced on Monday, January 27, 1997, that its Sault Ste. Marie Bridge Company (SSAM) subsidiary, a Class III railroad, completed the purchase of 220 route miles of former-C&NW track from Union Pacific in Wisconsin and Upper Michigan and has begun operation of the lines. The sale price was $85 million subject to certain final adjustments.

The lines acquired, known as "Duck Creek North," also include contiguous property and associated facilities from North Green Bay, Wisconsin, to Ishpemig, Michigan; from Powers to Antoine, Mich.; from Quinnesec, Mich., to Niagra, Wisc., and from Cascade to Palmer, Michigan. The lines carry substantial shipments of materials for the paper industry, and high volumes of iron ore used in steel-making from the Marquette ore range to Escanaba, Mich., for transfer to vessels on Lake Michigan. These C&NW ore lines were famous for their Baby Train Masters and later ex-N&W Alco C628s.

SSAM ia a 110-year old railroad company acquired in late 1987 by Wisconsin Central from the Soo Line and its parent company, Canadian Pacific Railway. In addition to track and the international bridge between Sault Ste. Marie, Mich., and Sault Ste. Marie, Ontario, the railroad manages a fleet of 1700 rail cars.

Edward Burkhardt, WC's chairman, president and chief executive officer, said approximately 120 employees have been hired initially by SSAM to operate the new lines, most of whom came from the Union Pacific. The majority will be working in train operations, on track maintenance and at the ore dock.

The frequency of train service between Gladstone/Escanaba and Chicago will double initially to two trains daily each way, according to Burkhardt; shipments to and from Niagra/Quinnesac will move on expedited schedules.

AUSSIE SUPER POWER The last month of 1996 saw the introduction of 120 new National Rail Cv40-9I's. The new NR class (NR 001-120) being built in Australia by Goninans with parts from General Electric, features the GE7FDL-9I diesel engine. This engine can be operated at variable horsepower outputs of 2850 h.p., 3650 h.p. and 4020 h.p. This feature combined with a 13,500 litre (3,565 gallon) fuel tank means that the new units can travel from Melbourne to Brisbane, Sydney to Adelaide, and Melbourne to Cook on the Nullabor Plain on a single tank of fuel. The 9I's will be replacing the last main line Alcos (80-class) left in service in New South Wales, and the remaining roots-blown GM's (422-class) will also be withdrawn by June 1997. The 48-class branch line Alcos will continue to see service for the foreseeable future — STEPHEN MILLER.

CLINTON TERMINAL INDEPENDENT Once a division of the Waccamaw Coast Line Railroad, Clinton Terminal has remained under the control of Gray Tuttle, the one-time owner of the WCL. Tuttle sold the Waccamaw Coast Line to the Carolina Southern Railroad, which had also bought the Mid Atlantic Railroad in 1995. The Clinton Terminal (CTR), based in Clinton, North Carolina, retained the former WCL CF7 2480 (**page 3**) and a former WCL NW2 and has relettered the CF7 for the CTR.

The Clinton Terminal operates the portion of the former CSX (originally Atlantic Coast Line) Warsaw-Clinton branch from the end of CSX trackage at milepost 200 into Clinton — about 2.5 miles. There are several passenger cars at Chadbourn, N.C., with "CTR" painted on them that may eventually make it to Clinton. The line itself at Clinton is light density. The NW2 is leased to a quarry operation at Mullins, South Carolina, and the CF7 is holding the Clinton job on its own — JOHN SULLIVAN.

UNDOING STAGGERS Railroad re-regulation continues to unnerve railroad executives across the nation. With the deregulation of the nation's electric utility industry forcing the downsizing (or to be politically correct, "right-sizing") of many power companies, the traditionally high rates that these companies have paid to railroads to deliver them fossil fuels have come under fire.

Pennsylvania Power & Light is held as a captive shipper by Conrail, which is the only means of delivering coal to its plants. Conrail refuses to lower its rates, despite repeated requests since 1994 by PP&L for amelioration. The Surface Transportation Board is now involved in the issue, and a ruling is expected later this year.

Union Pacific is also under STB scrutiny. The so-called "bottleneck" that exists in the West is desperately trying to be broken by the utilities. The "bottleneck" situation develops where a power plant served directly by only one railroad, but which receives coal from mines served by multiple railroads, is forced to use only the railroad that owns track into its plants. They must also ship with only that one railroad, although other routes from the same mine may be shorter and cheaper. The power plants wish to short haul the route, which is referred to as "competitive access" and "open access." Whatever term is used, what it will mean is that railroads will be forced, or regulated by the government, to break up the monopolies that they have established in serving the power companies. The STB has ruled in favor of the railroads recently, but as pressure on the utilities mounts to do more with less, their pressure on the railroads will increase. Some railroad executives believe it will end up in the lap of Congress, which may not be as kind to them as the STB.

The results of the challenges to the Staggers Act of 1980, which deregulated the rail industry, will mean the loss of large amounts of revenue. Some financial firms have estimated that freight-rail revenues will fall about $290 million per year through the year 2000, and then jump to $450 million per year thereafter. One can understand why railroads are scrambling to consolidate.

TC&W LEASES CATS The Twin Cities & Western Railroad has replaced its fleet of eight ex-Illinois Central and ex-Burlington Northern GP10s (401-408) with a pack of Cats — nine Caterpillar-powered GP20C's from Generation II Locomotives. The GP10s had been with the Glencoe, Minnesota, based TC&W since it bought 144 miles of ex-Milwaukee Road main line across south-central Minnesota from the Soo Line in July 1991.

The GP20C's have been obtained on a five-year, lease-to-buy arrangement and began arriving on the TC&W in November 1996 sporting BN's Cascade Green paint. The units had most recently served on the Soo Line and had been stored at Soo's Shoreham Shops in Minneapolis. They will retain their BN numbers — 2001-2009 (except 2008, which was renumbered 3516 when repainted last year into a cream-colored paint scheme by Generation II) and be painted into TC&W's maroon and gold livery.

Officials of the railroad are already finding the new Cat prime movers to be more fuel efficient than the GP10s or SD20s because they can be shut down in cold weather — TERRY DAVIS.

KODACHROME: STEPHEN MILLER

AUSSIE SUPER POWER National Rail Cv40-9I units 6 and 10 were hustling Sydney to Perth, Australia, Superfreighter 7SP5 on January 4, 1997, just south of Campbelltown on the start of their 4000 km (2400 miles) journey to Perth. The Dash 9I's are built by Goninan with GE parts. See RAILNEWS.

THE NS SUGAR BOWL TRAIN was at Salisbury, N.C., on January 3, 1997. The round-trip special operated December 31, 1996,-January 3, 1997, for members of the UNC and Georgia Tech football teams that had been part of the first Sugar Bowl in 1946. For the 50th anniversary, NS put together a 22-car special powered by three GP60s for the trip from Greensboro, N.C., to New Orleans and return.

KODACHROME: JIM WRINN

BNSF's SUPERBOWL TRAIN ran from Kansas City, Missouri, to New Orleans, La., the location of Super Bowl XXXI, which was held on January 26, 1997. On January 22, 1997, the southbound train was just north of the Texas border at Thackerville, Oklahoma, with BNSF Dash 8-40BW 560 on the point. The consist included 15 BNSF business cars.

KODACHROME: KEN FITZGERALD

The 6000-h.p. race is on

Here comes pride up the back stretch . . . and the winner loses all?

IT'S LIKE A SCENE out of a 1960s "Beach Blanket Bimbo" movie. Three hotrods are lined up at a traffic light, each gunning its engine and challenging the others to a race. The instigator is in the middle, making the most noise and the most defiant gestures. Engines scream and the light changes. The instigator pops it into neutral and stays at the starting line while the other two burn rubber and screech off into the distance and awaiting disaster. The instigator giggles with satisfaction, turns left and motors quietly away like a good citizen while the cops go after the other two.

KODACOLOR, KEN CHURCH

That's today's diesel locomotive horsepower race. The instigator is a non-participant. General Motors and General Electric are spending billions to hit the magic 6000-h.p. threshold with newly developed prime movers, while Morrison Knudsen, who upped the ante from 4000 to 6000 horsepower, sidelined its units, changed its name and went off looking for more SD40s to rebuild and switchers to power with natural gas.

In early 1997 the outlook for the economy and the nation's railroads is generally favorable, with continued growth resulting in a moderate need for new motive power to upgrade the big fleets. There are likely to be some fleet size adjustments resulting from the Union Pacific acquisition of the Southern Pacific, and the merger of the Burlington Northern and the Santa Fe, but it will be nothing approaching the situation in the early 1980s when the railroads were awash with surplus power from mergers and downsizing.

General Electric and the GM Locomotive Group are both in the process of introducing new diesel engines which will take them into the 6000-horsepower market of the 21st Century. The viability of the single-engined, 6000-h.p. locomotive and the strength of this market has yet to really be tested. These locomotives are supposed to make the greatest economic sense in high priority, high speed applications such as trailer van and double stack service, where they are intended to replace 4000-h.p. units on a two-for-three basis or displace 3000-h.p. units on a two-for-four ratio.

The single-engine 6000-h.p. locomotives are a challenging design problem from the standpoints of both their weight and the use of internal space. In order to achieve the same mileage range between fueling stops as lower horsepower units, the 6000-h.p. units need a proportionally greater fuel capacity. The increased fuel weight combined with the additional weight of the higher horsepower prime mover and the larger cooling and lubrication systems uses up most of the available space and axle loading capability of six-axle locomotives. Unless there is some miraculous weight-saving breakthrough in diesel engine and underframe

by the R&R staff

KODACHROME, PRESTON COOK

design, four-axle locomotives are likely to top out in the 4000-h.p. range for some time to come. This relationship between four-axle and six-axle units returns to the "Geep-and-a-half" concept of the six-axle locomotive which originated in the 1950s.

A.C. traction

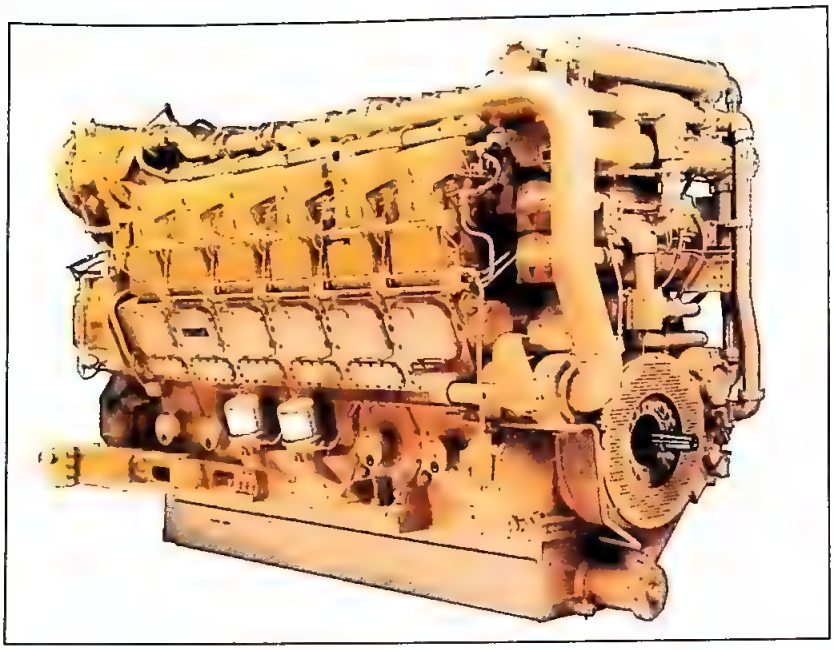
To fully utilize the capability of a 6000-h.p. diesel engine, it is almost essential that this new generation of locomotives be equipped with alternating current (a.c.) traction motors. This is necessary in order to allow full use of the available horsepower at low speeds by operating with the highest possible adhesion which can be obtained. It is particularly critical in high horsepower units to be able to achieve maximum performance at all speeds, because the primary purpose of having them is to reduce the total number of units needed. Consequently, each 6000-h.p. unit in a 12,000-h.p. set is, by itself, much more critical to achieving the desired train performance than would be the case for one unit in a set of four 3000-h.p. units.

The full impact of 6000-h.p. single-engined a.c. locomotives on railroad operations has yet to be assessed. In most train applications where a lashup of four 3000-h.p. SD40-2s is adequate, the failure of one unit to operate usually results in only a reduction in train speed. Some ruling grades can still be handled by three units, particularly if the train is relatively light cars with high wind resistance, such as double stacks, since the loss in horsepower and maximum tractive effort is just 25% of the consist total, and wind resistance and rolling resistance are less at lower speeds.

However, with two 6000-h.p. units in

THE 6000-HORSEPOWER RACE is represented today by the General Motors "convertible" SD90MAC's like the Union Pacific 8010 at Council Bluffs (**below**) on June 1, 1996, which carries a 16-cylinder 710G3B engine rated at 4300 h.p. but designed to be upgraded to the new 16V265H four-cycle engine in the future. Union Pacific 7008, shown at Council Bluffs (**opposite**), is one of ten GE AC6000CW's now in service with the HDL 6000-h.p. engine. The instigator of the 6000-h.p. race, Morrison Knudsen, has withdrawn from the market after producing six d.c.-motored 5000-h.p. MK5000C's; the MK blue demonstrators (**top**) were working on the UP near Encina, Oregon, on August 31, 1995.

KODACHROME, GEORGE COCKLE



THREE PHOTOS: MK RAIL

the same service, the failure of one results in the loss of 50% of the horsepower, 50% of the tractive effort and 50% of the dynamic braking. This results in a very real possibility of the train being totally unmanageable in the case of high tonnage trains, or unable to keep schedule in the case of high wind resistance trains such as double stacks and van trains. Reliability enhancements would presumably have a high priority in new product lines, but the practical reality is that it is very, very challenging to develop a locomotive which can consistently compete with the SD40-2 for individual system reliability and unit availability.

MK Rail / MotivePower Industries

MK Rail, which was the primary instigator in this new horsepower race, has withdrawn its 5000-h.p. MK5000C locomotives from operation and is concentrating on the production of switchers and the rebuilding of older locomotives. The company, created as a spin-off from Morrison Knudsen Company in 1994, has had a short and tumultuous existence which has seen several changes in top management as well as adjustment of goals, priorities and product lines. When former parent Morrison Knudsen went bankrupt in 1996, its controlling stock interest in MK Rail was divided among a number of creditors. MK Rail was renamed MotivePower Industries effective January 1, 1997, to provide a clear separation from the former parent company.

The MK5000C was to have been the initial offering in a three locomotive high-horsepower product line consisting of the d.c. motored MK5000C and the a.c.-motored MK5500AC and MK6000AC. Only six MK5000C's were constructed, with the first three differing in minor details from the last three. When MK Rail began experiencing financial difficulties, the high horsepower program was shelved to save money. Despite a good financial performance in 1996, the new company has not sought to re-introduce the MK5000C's, all of which have been stored at Boise, Idaho. The very substantial expense to design, build and test an a.c. inverter and traction motor package for the higher output MK5500AC and MK6000AC is a severe obstacle to any future development work.

During the time they operated, the MK5000C's experienced a variety of irritating minor failures which often seem to plague new product introductions. These included dynamic brake problems (aggravated by coal mine loaders filling the brake chamber with coal and dust), occasional cooling fan problems (a new design by KATO electric) and a few turbocharger problems with the Caterpillar 3612 engines.

The withdrawal of the six-unit MK5000C fleet from service leaves Caterpillar without a new locomotive to campaign its 3600 series diesel engine in the U.S. Class One railroad market.

After almost a dozen years of trying to get 3600s into rebuild projects and new units, Cat has yet to make any significant penetration against EMD (much less GE), has not made a move to directly acquire a locomotive builder and has preferred to handle parts and service through its dealer network rather than dealing directly with railroads. If either of the new GE or EMD diesel engines proves highly successful, they are likely to not only shut the door for Caterpillar in North American railroading but may challenge the 3600 in its preferred power generating, marine and industrial markets as well.

During the period the MK5000C's were in operation, they seldom had the chance to demonstrate their capabilities in the applications for which they were designed. The Southern Pacific chose to work their three leased units almost exclusively in coal train service, and the three lease units on the Union Pacific enjoyed only a short exposure to high priority service before being withdrawn and stored.

Largely lost in the disappointment of their withdrawal was the fact that their MK-LOC microprocessor system was generating levels of adhesion which were quite remarkable for a d.c. traction motor locomotive, allowing the MK5000C to compete on an equal basis in heavy haul service with the present GE and EMD a.c. transmission locomotives!

There is a small possibility that the six existing MK5000C's will re-emerge in a simplified version for lease fleet service, but further development for

TWO OF THE THREE SOUTHERN PACIFIC MK5000C demonstrators were testing near Boise, Idaho, in July 1994. These units had d.c. traction motors but were yielding adhesion performance approaching that of a.c. units. The MK5000C's were powered by the Caterpillar 3612 four-stroke cycle diesel engine (**opposite top**); note the dual turbochargers at the far end. Three d.c.-motored GE Dash 9-44CW's and an EMD tunnel motor had a coal train eastbound on the Rio Grande Moffat line (**below**) at Arvada, Colo., on September 10, 1994.

the 6000-h.p. market appears unlikely under the present management of MotivePower Industries. The company is concentrating on the switcher, rebuilding and parts markets in an effort to solidify its position in the industry.

General Electric

GE was the first of the two major builders to accept the challenge of developing a 6000-h.p. unit in response to MK Rail's high horsepower program. Its new four-cycle "HDL" prime mover was developed in a joint program with *Deutz Motoren Werke Mannheim AG* (MWM) of Germany. Preliminary plans called for six versions of the new engine to be built, including inline six, eight and nine cylinder versions, which will be constructed by MWM in Mannheim, and twelve, 16 and 18 cylinder vee versions which will be built by GE in Grove City, Pennsylvania. GE has exclusive locomotive application rights, including service support and the distribution of parts in the railroad industry. MWM will distribute the

KODACHROME: STEVE BARRY

KODACHROME. BRUCE KELLY

engines for marine and industrial applications and will supply parts and service in those markets.

The new diesel is a four-stroke cycle, 45-degree vee, turbocharged and aftercooled design. Unlike the existing FDL engine, which uses an articulated connecting rod arrangement with the cylinders in opposing banks directly across the engine from each other, the new engine has the cylinder centerlines offset slightly with the rods side-by-side on the connecting rod journals. The cylinder bore is 9.8″ (250mm) and the stroke is 12.6″ (320mm), for a displacement of 958.6 cubic inches (15.7 liters) per cylinder. The 16-cylinder version is rated at 6250 gross horsepower, while the 18-cylinder engine is targeted for 7030 gross horsepower. This will make the larger version of the engine directly competitive with the 16-cylinder Caterpillar 3616, which is nominally rated at 7000 horsepower in marine and industrial applications.

The layout of the engine has some similarity to the Cat 3600s and generally parallels recent European four-stroke cycle engine design concepts. The camshafts are on the outboard sides of

FUJI VELVIA. JIM BOYD

KODACHROME. LON COONE

the engine block, directly actuating the high pressure fuel injection pumps. High pressure fuel lines connect the pumps to the fuel nozzles in the cylinder heads.

Both the air intake and the exhaust system connections access the cylinder heads from the inboard side of the vee, as on the Cat 3600. The GE-MWM engine features a relatively clean exterior with auxiliary and control devices positioned at the ends of the block, something which Caterpillar never achieved in their railroad experience with the 3600.

The locomotive which will carry the new prime mover to the railroad industry

GENERAL ELECTRIC got off to a fast start in the horsepower race with its Dash 8-40CW's like CSX 7830 and 7790 (**opposite center**), shown at Hinton, W.Va., in October 1994. Norfolk Southern resisted super cabs with its Dash 9-40C's like the 8884 and 8886 (**opposite bottom**) at Asheville, N.C., on April 11, 1994. The Chicago & North Western had to devise a new livery to fit the super cabs of its Dash 9-44CW's (**below**) like the 8687, teamed up with a UP Dash 9-44CW at DeKalb, Illinois, on August 25, 1996. Burlington Northern & Santa Fe introduced its new GN-inspired "Northern" livery on its Dash 9-44CW's. Westbound "Goat Boat" 1018 (**left**) was laying over at Hauser, Idaho, on Christmas Day 1996. Union Pacific "convertible" C6044AC 7011 (**bottom**), at Council Bluffs on September 16, 1996, had been ordered SP 601.

FUJI VELVIA. JIM BOYD

KODACHROME. GEORGE COCKLE

is a modification of the GE AC4400CW equipped as a "convertible" platform for either the FDL or the HDL engines. Both GE and GM Locomotive Group are using this concept, under which locomotives sold today will be equipped with the present production prime mover but are designed to be retrofitted with the new engine when it reaches full production. The smaller prime movers, which should be only three to four years old when the upgrading takes place, will then be sold off into marine or industrial applications.

To date, General Electric has delivered three 6000-h.p. AC6000CW's to CSX (600-602) and ten to the Union Pacific (7000-7009), as well as 35 convertible "C6044AC's" (UP 7010-7012, 7048-7079) fitted with the 4400-h.p. FDL engine. Preliminary reports indicate that some design refinement is still taking place, and the full commercial introduction of the HDL engine is likely to be a number of months away.

General Motors Locomotive Group

The GM Locomotive Group made the first public showing of its "16V265H" 6000-h.p. four-cycle prime mover at the RSA show in Chicago in the autumn of

SEATTLE FILMWORKS TRANSPARENCY: MIKE POHLMAN

GENERAL MOTORS scored early in the a.c. traction game with 100 SD70MAC's for BN; three were at Donkey Creek, Wyo. (**below**), on September 13, 1994. The 20-cylinder 710G3B engine hit the road at 5000 h.p. in Conrail's SD80MAC's, like the pair (**opposite top**) entering Enola Yard on May 11, 1996. The 16-cylinder 710 was upped to 4300 h.p for the SD75s like BNSF 8272 (**opposite bottom**) at Spokane on September 24, 1996. The 4300-h.p. 710 engine is used in the convertible SD90MAC's like UP 8000 at North Platte on November 11, 1995.

KODACHROME: STEVE BARRY

1996. Although GM got started toward the 6000-h.p. market later than GE and MK Rail, in part due to several years of work on the 854H four-stroke cycle engine, which was targeted toward a much lower horsepower range, they have made substantial progress in a relatively short time. Their new four-stroke cycle 16V265H engine, which has a displacement of 1010 cubic inches per cylinder, is an innovative design which may give GE and Caterpillar a strong competitor in the rail, marine and industrial markets.

In the new engine, GM has abandoned the unit fuel injector concept which had dominated its two-stroke cycle engine designs for more than 50 years, using instead the high pressure fuel pump and nozzle combination common to European engines. They feel that this arrangement will provide better control of the variables involved in the combustion process and consequently allow better fuel consumption and reduced exhaust emissions.

The most unusual features of the new GM engine, compared with other four-stroke cycle engines in the same size range, involve the placement of the camshaft and fuel injection pumps and the arrangement of the cylinder head and aftercooler system. Camshaft placement is inboard in the vee, which allows the high pressure fuel pumps to be located at the right rear of each cylinder head, with the pump, the nozzle and the high pressure fuel line all under the rocker arm cover with the valve gear. This arrangement reduces the vulnerability of the fuel pump and the high pressure fuel line and is likely to be popular among industrial and marine operators who are particularly sensitive to the possibility of high pressure fuel line failures on engines operated in manned engine rooms.

GM engineers then took advantage of the room available on the outboard side of the cylinder bank, where the fuel pumps are mounted on most European four-stroke cycle diesels, and used it to mount an innovatively designed set of turbocharger aftercoolers. The incoming air compressed by the twin turbochargers enters these aftercoolers through a manifold which runs along the bottom edge of the block and turns upward to flow through the aftercooler cores. The air then turns inward, toward the center of the

FUJI VELVIA. STEVE BARRY

engine, to enter the intake passage of each individual cylinder head. Exhaust leaves the cylinder heads through a manifold located conventionally in the center of the engine vee.

The SD90 is the vehicle which will eventually take the 16V265H engine to the railroads, but for the time being it is being powered by the current 16-cylinder 710G3B engine rated at 4300 h.p. The "convertible" locomotive has been designed to accept any one of three engines: the 6000-h.p. 16V265H, the 5000-h.p. 20-cylinder 710G3B and the the 4300-h.p. 16-cylinder 710G3B. Only a few of the 20-cylinder 710s had been built prior to their use in Conrail's SD80MAC's, with their applications divided between marine and industrial service. The SD80 became the first 20-cylinder locomotive offered by GM since the SD45-2 closed out 20-cylinder 645E3 locomotive production in the mid-1970s.

Intermediate horsepower market

It seems strange to now be referring to 3000-h.p. and 4000-h.p. locomotives as the "intermediate" horsepower range, but that's the situation created by the sudden return of the horsepower race. Even if 6000-h.p. six-axle locomotives prove popular with the Class Ones, there will continue to be a market for intermediate horsepower units for applications which do not require their larger, heavier and more expensive relatives.

KODACHROME. KEN CHURCH

KODACHROME: BRUCE KELLY

GROWTH OF FOUR-MOTOR units will likely stop at 4000 h.p. because of weight limitations. Both EMD and GE produced 4000-h.p. super cabs for the Santa Fe like GE Dash 8-40BW 556 at San Bernardino, Cal., on December 2, 1990. SD40s are ripe for rebuild, such as Helm "SD40-3s" 6000 and 6001 (**top**) behind C&NW SD50 7027 at Proviso on August 26, 1996.

Because of the weight restrictions of four-axle locomotive design, it appears likely that 4000 horsepower will remain a practical ceiling for these units. The heavier prime mover, additional fuel capacity and larger auxiliary systems needed to go to higher ratings would push the restrictions on weight per axle beyond presently allowable limits for four-axle units.

Both GE and GM would have two choices available for future intermediate horsepower locomotive development. One would be to continue on with refined versions of their traditional prime movers, the FDL and 710 respectively, while the other option would be to create new designs based around reduced cylinder count versions of their new prime movers.

The 3000-h.p. market is likely to be dominated by rebuilding and upgrading of existing locomotives for some time into the future. There are enough SD40-2s and GP40-2s around, and they are so reliable that it is very difficult to sell new production locomotives in this horsepower range. The SD40-2 fleets are particularly interesting since their size and weight prevents the "trickle-down" reapplication of SD units to industrial and short line service which is usually practical for older Geeps. Comprehensive rebuilding packages which include a changeover to microprocessor controls and installation of wheelslip control technology designed to increase dispatchable adhesion from the present 18% range up to 30% could provide many years of additional service from the SD40-2 fleet.

An interesting "wild card" in the intermediate horsepower market is the development by MK Rail of a new crankcase which accepts all 645 series engine components — power assemblies, crankshaft, camshafts, gear trains and housings. The MK crankcase is not an EMD design but is a new strengthened design, constructed differently and developed to incorporate a large amount of machine welding, which works with all the traditional parts. This crankcase, called the "645FZ" by MK Rail, would theoretically allow the company to build new locomotives in the 3000-3500 h.p. range using a new construction 645 "look-alike" engine.

The 2000-h.p. locomotive market tends to defy all traditional wisdom regarding fuel economy, control system upgrades and tractive effort improvements. Roadswitchers in this horsepower range tend to be used in yard switching, transfer, local and branch line service. They have to idle a high percentage of the time, so fuel economy is of secondary importance, since the difference in fuel consumption between idling a roots blown or a turbocharged diesel engine tends to be very small. Reliability and maintainability tend to be much more important factors. The GP38 and the GP38-2 represent the preferred "standard" for this type of service, with older Geeps making up most of the balance of the fleet. GP38s and GP38-2s have been in such demand that their prices on the used locomotive market are often higher than GP40s and other more powerful units.

Another option in the 2000-h.p.range is the rebuilding of early roadswitchers, including the installation of a new engine and generator package, and improved wheelslip and control systems. The MK1500D and MK2000D "switchers" are typical of this approach, and they seem to be gaining in popularity. The smaller Caterpillar 3512 and 3516

FUJI VELVIA JIM BOYD

diesel engines allow quick startup and shutdown, and their microprocessor control systems improve dispatchable adhesion to the 30% range, allowing one unit to do jobs which previously required two GP7s or GP9s.

Specialty locomotives

The primary specialty locomotive market for the next few years is likely to involve alternate fuels and technology to reduce exhaust emissions. All three builders have all been working to develop locomotive applications using liquefied natural gas fuel. The MK Rail entry in this field was the MK1200G, of which four examples were built, two for the Union Pacific and two for the Santa Fe. These locomotives use the Caterpillar 3516G engine, which is a turbocharged and aftercooled spark-ignition machine (not a diesel) which uses a carburetor to meter the fuel/air mixture to the engine. The four MK1200G's are now in their second full year of service and have proven to be capable performers in yard work.

Both GE and GM were working with Union Pacific to develop LNG powered road locomotives. These were to be "dual-fuel" versions of their existing engines, using high pressure gas injection as an alternative to diesel fuel injection. At last report, both the GE and the GM programs, which had been behind schedule for some time, have been "shelved" due to technical problems involving the combustion process and the design of the cylinder heads and gas nomles.

Several large-capacity LNG fuel tenders were built to support the GE and GM locomotives, and they are presently standing around unused. It would appear that one possible alternative use for these would be to apply them to pairs of MK1200G locomotives for use in transfer service in the Los Angeles basin. This is unlikely, though, since all LNG applications to date are considered experimental, and preliminary results would indicate that the cost of operating this type of locomotive is somewhat higher than for diesels. Future changes in air quality regulations and fuel taxation laws could potentially alter that situation, however, and make LNG more attractive. For the present, LNG powered locomotives are likely to be restricted to areas with severe air pollution problems or special operating requirements.

Emission regulation changes

One factor likely to have a tremendous effect on the railroad industry is the revised federal emissions regulations relating to locomotives. A number of possible changes are presently being discussed, including more stringent restrictions on visible and chemical emissions which would take effect within the next five years. Nitrous oxides (NOx) are a major component in the formation of smog and are likely to be severely limited in new locomotives as well as overhauled diesel engines.

Control of NOx emissions is particularly challenging in the EMD two-stroke cycle engines which make up much of the short line and industrial railroad fleets. The over-scavenging of the cylinders in the EMD two-stroke cycle diesel engines can make it more difficult to reliably control chemical emissions than is the case in four-stroke cycle engines, since the air flow in scavenging is effected by many variables which are not under direct control of the engine. There is likely to be a major market for emissions upgrade packages to keep these engines in compliance with new regulations. If no successful packages are forthcoming, there is likely to be a mass scrapping of older EMD locomotives early in the 21st Century.

There had been some discussion of exempting locomotives built before 1973 from the new emissions rules, but there is also a rule under consideration which would require compliance with regulations current at the time of overhaul for any locomotive where all cylinder assemblies are renewed after the date the law is adopted. Consequently, if a GP38 built in the late 1960s was overhauled after the date of the new regulations, it would have to meet all emissions regulations in effect as of the date of the overhaul, and all subsequent regulations thereafter. This could have a tremendous impact on the industrial and short line operators, resulting in the need to rebuild their fleets to meet current regulations or purchase new power. It could also greatly enhance the market for locomotives using alterative fuels, such as liquefied natural gas.

Next Month

In the June 1997 issue we'll survey the recent super cab a.c. and d.c. models from both EMD and GE.

LIQUEFIED NATURAL GAS is burned in Caterpillar spark-ignition engines in the MK Rail MK1200G switchers. Four were built: two for Santa Fe, shown here at Boise, and two for Union Pacific. They are all presently assigned to smog sensitive Los Angeles yard duties.

MK RAIL

VIA's new

by Tom Savio

FOR SOMEONE SEEKING the best in modern and traditional railroading, it's hard to beat Canada's mix of SD75I's, Budd-built domeliners and friendly people. VIA's "newest" train, The *Skeena*, combines F40s and stainless steel domes with a magnificent 721-mile route linking the Pacific Coast with Jasper National Park.

Of course, the *Skeena* route, named for a river it follows, has had passenger service since it was opened by the Grand Trunk Pacific in 1914. Later, under Canadian National and VIA banners, the old *Skeena* rostered a diner/lounge and sleepers on a tri-weekly, 20+ hour schedule. Unfortunately for tourists, half of the beautiful, unspoiled scenery was at night. It was a money-losing but necessary service connecting small towns and remote settlements with Prince Rupert and Prince George. Its friendly crew and modest gait gave rise to its nickname, "The *Rupert Rocket*."

In 1996, VIA drastically altered the nature of the train, attempting the impossible: cutting losses and increasing ridership. It worked! The "new" *Skeena* features a restored Budd stainless steel consist gathered from the *Canadian* pool and cast-offs from Amtrak's ill-conceived restructuring. During the May-to-October high season, the *Skeena* uses an F40, a standard class chair car, a VIA 1 first class day/righter with complimentary tray meals and a former Canadian Pacific Skyline dome/grill open to all.

The new food service features local cuisine — salmon, prawns, etc. — prepared by an off-train caterer. While the meals are not as memorable as traditional railway fare, they are tasty (except for the cold cereal) and served with a flair by a French-Canadian steward. But, most importantly, with the new menu, there's no need for an expensive diner/lounge.

The new tri-weekly, two-day, all-daylight ride requires a hotel stay in Prince George. This lets tourists see the entire route while eliminating the need for a sleeping car. Although the trip now takes twice as long, local traffic has sharply increased since riders can make their relatively short trips during daylight hours.

PHOTOGRAPHY / KODACHROMES TOM SAVIO

DINING IN THE DOME aboard the *Skeena* is not quite as sumptuous as a steak under glass on the Union Pacific *City of San Francisco* of the 1960s, but it definitely beats a tray meal on a Metroliner. This view shows a meet with CN SD75I in October 1996. The evening before departure, the *Skeena* was photographed (**right**) at Prince Rupert, B.C.

The ride from Rupert

On my trip in October 1996, I boarded the *Skeena* at Prince Rupert, B.C., a major seaport and sport-fishing capital just south of the Alaska panhandle. I flew from Vancouver on Air Canada, which has a special *Skeena* one-way fare. But, with more time, you could get to Prince Rupert by sea on B.C. Ferries or the Alaska State Ferry via the Inside Passage.

The evening before my ride was a good time for night photography at the depot. The arriving train is wyed south of town and backed into the station at the end of its run. The landmark GTP depot is a forlorn, dilapidated brick pile that's decaying while CN, VIA and the city debate their options.

At the top of the steep, curving road from the station is the Crest Motor Hotel, the best lodging in town and closest to the station.

Following departure in the morning, the train rolled along the deep, broad valley of the Skeena River. The Norwegian fjords came to mind as I ate breakfast in the dome. We paused at the bush settlement of Penny, B.C., population 9, to throw off a sack of Royal Mail. Beaver, bear and CN freights passed beneath my penthouse perch.

In the early afternoon, the *Skeena* stopped at Smithers to refuel our diesel. This was the only stop long enough to stretch my legs and photograph the train en route.

A hotel overnight

That evening, we arrived in the major railway town of Prince George, junction of the CN and provincially owned BC Rail.

While overnight lodging is not included in the

rail fare, VIA can refer you to the Bed & Breakfast Bureau, and the B&Bs will pick you up at the depot. Or, you can stay at the Ramada Inn, an easy walk from the train, but its blue-collar ambience may be a come-down after a day of glorious scenery. Next door is the "Dead On Arrival" flower shop, where you can wire your honey a bouquet if you're feeling guilty.

Another way to tap the Skeena route is on the spectacular BC Rail *Caribou* RDC up from North Vancouver. Its tri-weekly schedule is coordinated with the *Skeena*'s, but the BCR depot is several miles south of town.

Both eastbound and westbound *Skeenas* tie up back to back at night near the depot. About an hour before their morning departures, the trains are refueled and provisioned. It's an interesting operation to shoot as the sun breaks over the distant Rockies.

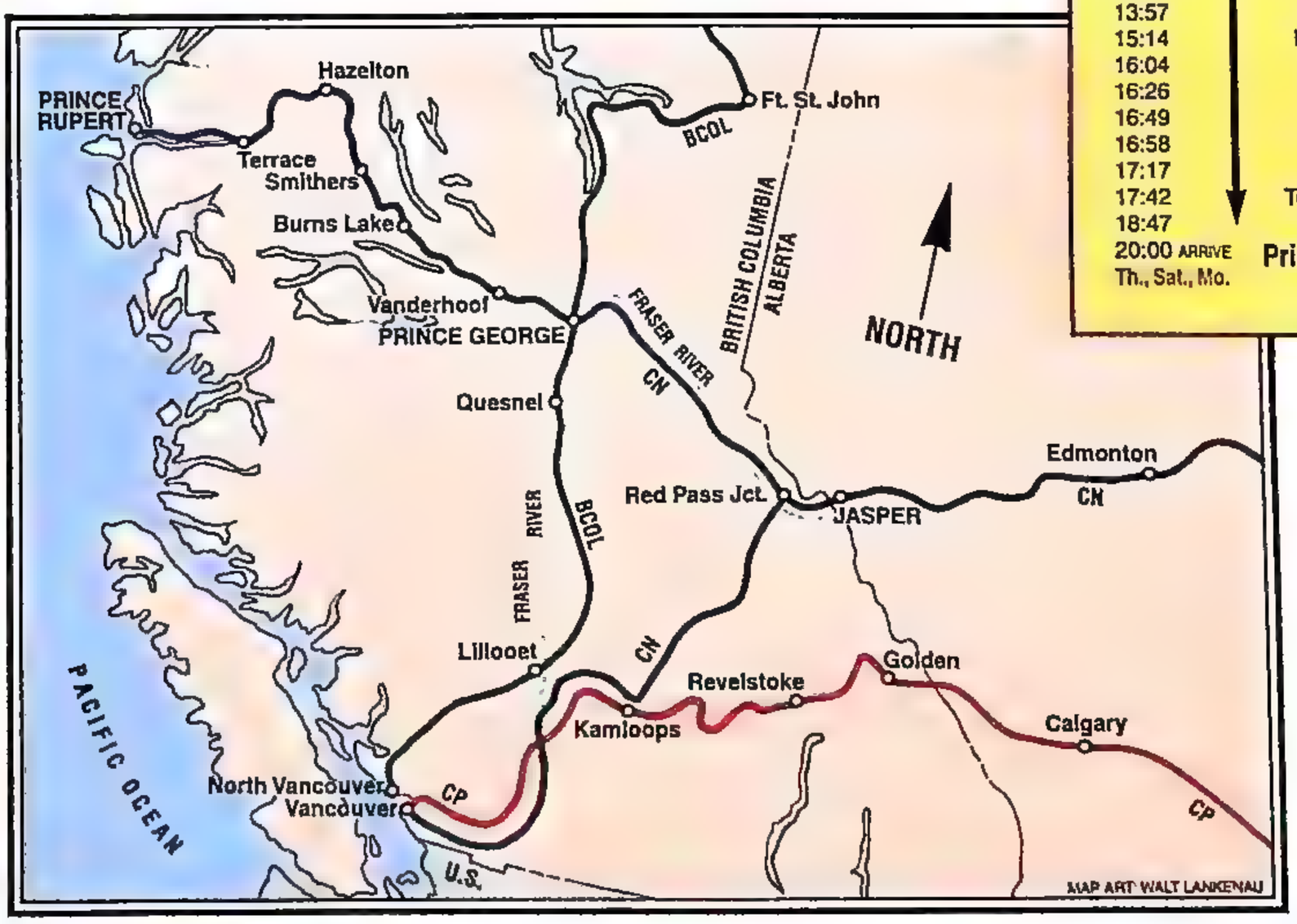
The second day was a steady climb up the crest of the Canadian Rockies and over the Continental Divide. Across the valley from the train rose the huge mass of Mt. Robson, Canada's highest peak and a CN trademark.

At Red Pass Junction, we joined CN's transcontinental main

The Skeena

We., Fr., Sun.		Th., Sat., Mo.
13:00 DEPART	Jasper, AB	ARRIVE 16:15
13:49	Harvey, BC	13:23
14:23	Dunster	12:49
14:55	McBride	12:17
15:52	Goat River	11:20
16:09	Loos	11:03
16:43	Dome Creek	10:27
16:47	Bend	10:23
17:07	Penny	10:03
17:23	Longworth	09:47
17:36	Hutton	09:34
17:43	Sinclair Mills	09:28
17:53	McGregor	09:16
18:02	Upper Fraser	09:08
18:11	Aleza Lake	08:59
18:41	Willow River	08:30
We., Fr., Sun.		Th., Sat., Mo.
19:15 ARRIVE	Prince George	DEPART 08:00
Th., Sat., Mo.	(Stops overnight)	We., Fr., Sun.
07:45 DEPART		ARRIVE 20:10
09:37	Vanderhoof	18:18
10:14	Fort Fraser	17:40
10:47	Endako	17:08
11:40	Burns Lake	16:16
12:50	Houston	15:06
13:34	Telkwa	14:21
13:57	Smithers	14:08
15:14	New Hazelton	12:40
16:04	Kitwanga	11:51
16:26	Cedarvale	11:29
16:49	Dorreen	11:06
16:58	Pacific	10:56
17:17	Usk	10:39
17:42	Terrace (Kitimat)	10:18
18:47	Kwinitsa	09:10
20:00 ARRIVE	Prince Rupert, BC	DEPART 08:00
Th., Sat., Mo.		We., Fr., Sun.

A SKYLINE DOME brought up the end of the *Skeena* at Prince Rupert, B.C., in October 1996. With its two-day all-daylight trip, the *Skeena* functions as a mini-cruiseliner.



THE ROYAL MAIL is unloaded from the *Skeena* at Penny, B.C. The train provides necessary service to the small communities on its route.

THE TWO *SKEENA*s, eastbound and westbound, were spotted back-to-back overnight at Prince George **(above),** while their passengers spent the night in nearby hotels and bed & breakfasts. Plans for the *Skeena* in 1997 include possible assignment of a *Park*-series dome obs like the one on the *Canadian* **(right),** shown departing Edmonton. The *Canadian* features a traditional full-service diner **(right bottom).** That Pullman-berth motif bedroom **(right center)** is in the Fantasyland Hotel in West Edmonton's giant mall.

and a parade of grain, coal and container trains. West of Jasper, Alberta, VIA's classic *Canadian* roared by with 18 matched blue and silver cars punctuated by a *Park*-series dome/observation.

Jasper and the *Canadian*

Jasper National Park is an ideal rail and family resort. I stayed at the Jasper Park Lodge, a wooden extravaganza built by CN but now flawlessly run by rival Canadian Pacific. The historic Jasper depot faces the CN's very busy yard and roundhouse. Good rail photos with a mountain backdrop can be taken from a short walk west of the station.

There's no airport in Jasper, so your best bet home is a ride on the *Canadian*, either overnight to Vancouver or eastward about five hours to the provincial capital of Edmonton. I took the *Canadian* east, sampling its pricey Silver & Blue deluxe service. The restored dome/observation and diner looked better than new, and the food exceeded anything I recall the CP serving in its day.

In Edmonton, I spent a night at the famous MacDonald Hotel, a baronial castle built by GTP and now owned by CP. I visited the Alberta Railway Museum, home to CN's 4-8-2 6060, the "Billet Nose Betty." The next day, I sampled the city's light rail line, the prototype for many of North America's new systems.

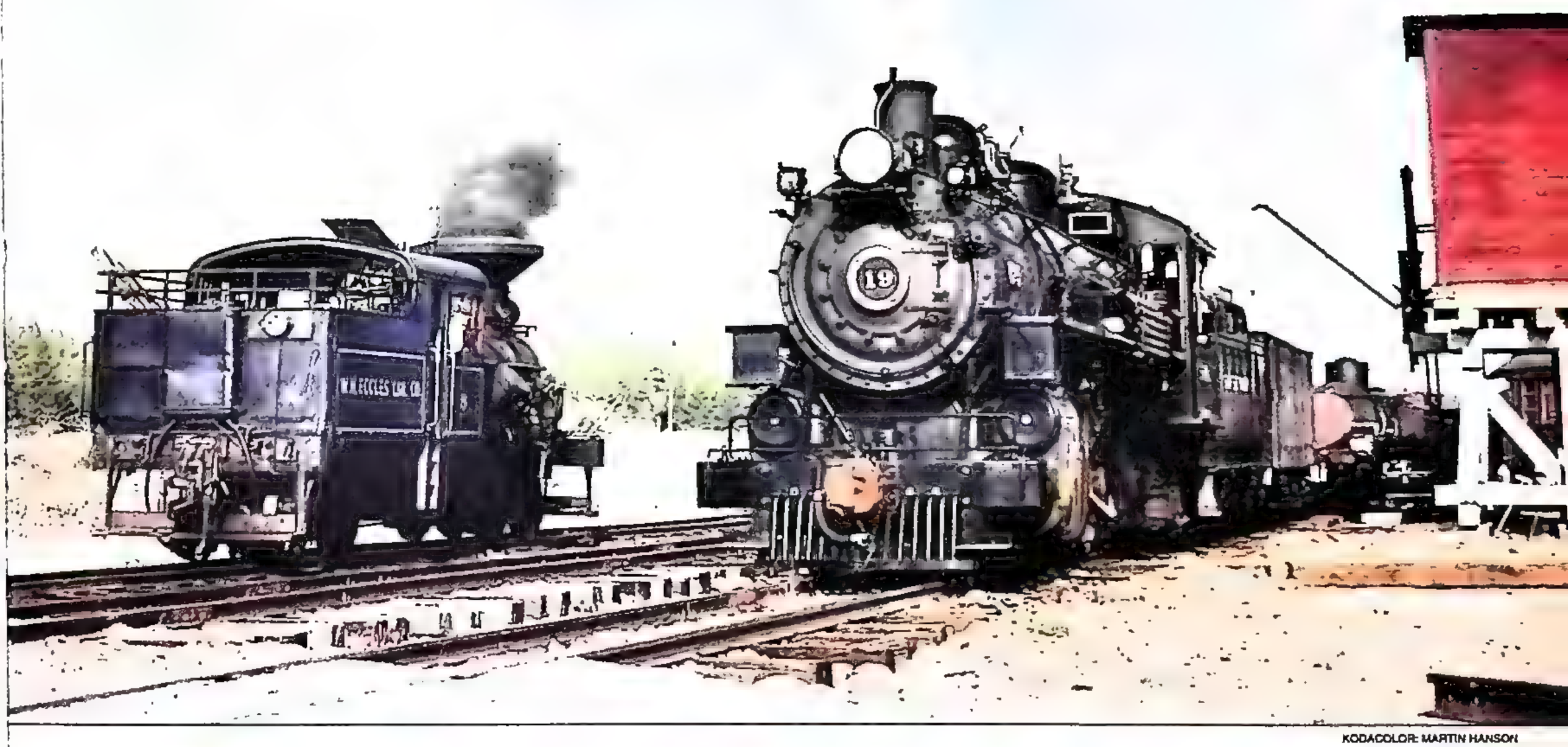
My last night was spent in a Pullman upper berth "aboard" a Canadian Railway theme room at the Fantasyland Hotel. A fine ending to a railfan trek, if you don't mind waking up at the West Edmonton Mall — the world's largest!

Fares and reservations

Since the current exchange rate for the Canadian dollar is about 66¢ U.S., rail travel in Canada is a bargan for visitors from the States. The coach fare for the *Skeena* between Prince Rupert and Jasper is $127.00 plus tax Canadian, while VIA 1 first class is $275.00 plus tax Canadian (that works out to about $84 and $182 U.S. respectively). For VIA information and reservations, call 800/563-6166.

VIA Rail is very pleased with the reception the *Skeena* has received during its first year as a mini cruise train. For the 1997 season, VIA hopes to replace the Skyline domes with *Park*-series dome/observations, making The *Rupert Rocket* the classiest backwoods train in the West.

by Larry Cantrall



KODACOLOR: MARTIN HANSON

THE RETURN OF THE SUMPTER VALLEY

JIM LETHLEAN RECALLS the time he was working as the depot agent at the McEwen station of the current Sumpter Valley Railroad in Oregon. It seems that an elderly lady had journeyed back to the Sumpter Valley to revisit the earlier years of her life. She was asking Jim to guarantee that the train ride would be as she remembered it back in the '30s. If it wasn't, then she didn't want to ride on it.

This put Jim, a much younger man with no personal experience on the original railroad, in a dilemma. However, he met the challenge head on. He told her to go ahead and buy a ticket, ride the train and tell him the results when she returned to McEwen. He guaranteed that he would personally buy her ticket back if she was dissatisfied. She couldn't lose. She bought her ticket and boarded the train.

Timber and gold

What she remembered was one of the largest narrow gauge railroads in the Pacific Northwest. The original Sumpter Valley Railway (SVRy) was chartered on August 15, 1890, by a group of investors headed by David Eccles and the Oregon Lumber Co. It was chartered as a common carrier, but the original purpose was to tap the vast timber resources of the Blue Mountains and Sumpter Valley southwest of Baker City.

SUMPTER VALLEY 2-8-2 No.19 operated on home rails for the first time since 1940 (**top**) on Memorial Day weekend 1996. Heisler 3 made a fine sight (**below**) at McEwen Station in 1995.

FUJICHROME: LARRY CANTRALL

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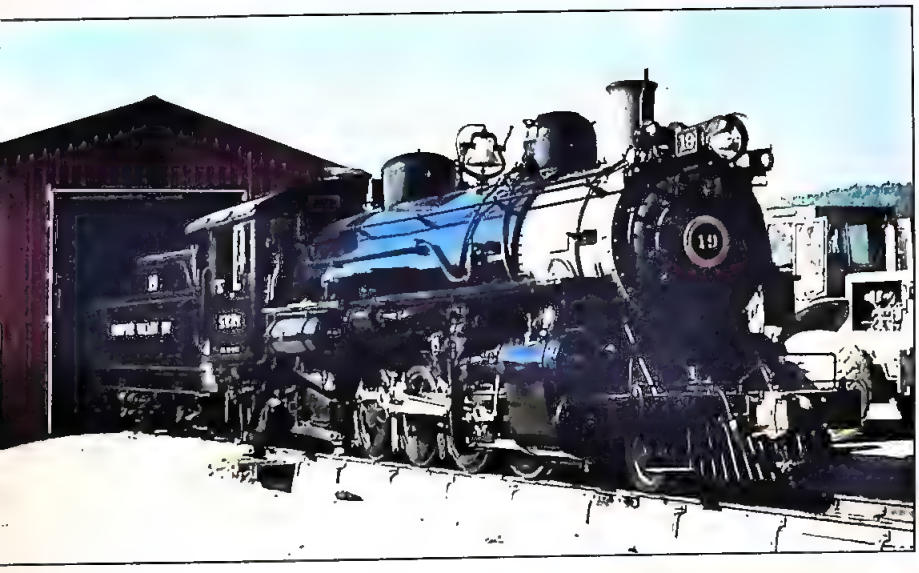
KODACOLOR: MARTIN HANSON



W.H. ECCLES LUMBER COMPANY Heisler No.3 was ready for a passenger run at the McEwen Station in 1996. Sumpter Valley Mikado 19 was ready for service at the McEwen shop (**left**) on May 26, 1996. She was decorated for the Fourth of July (**below**) with Heisler 3 and Mikado 20 in the distance.

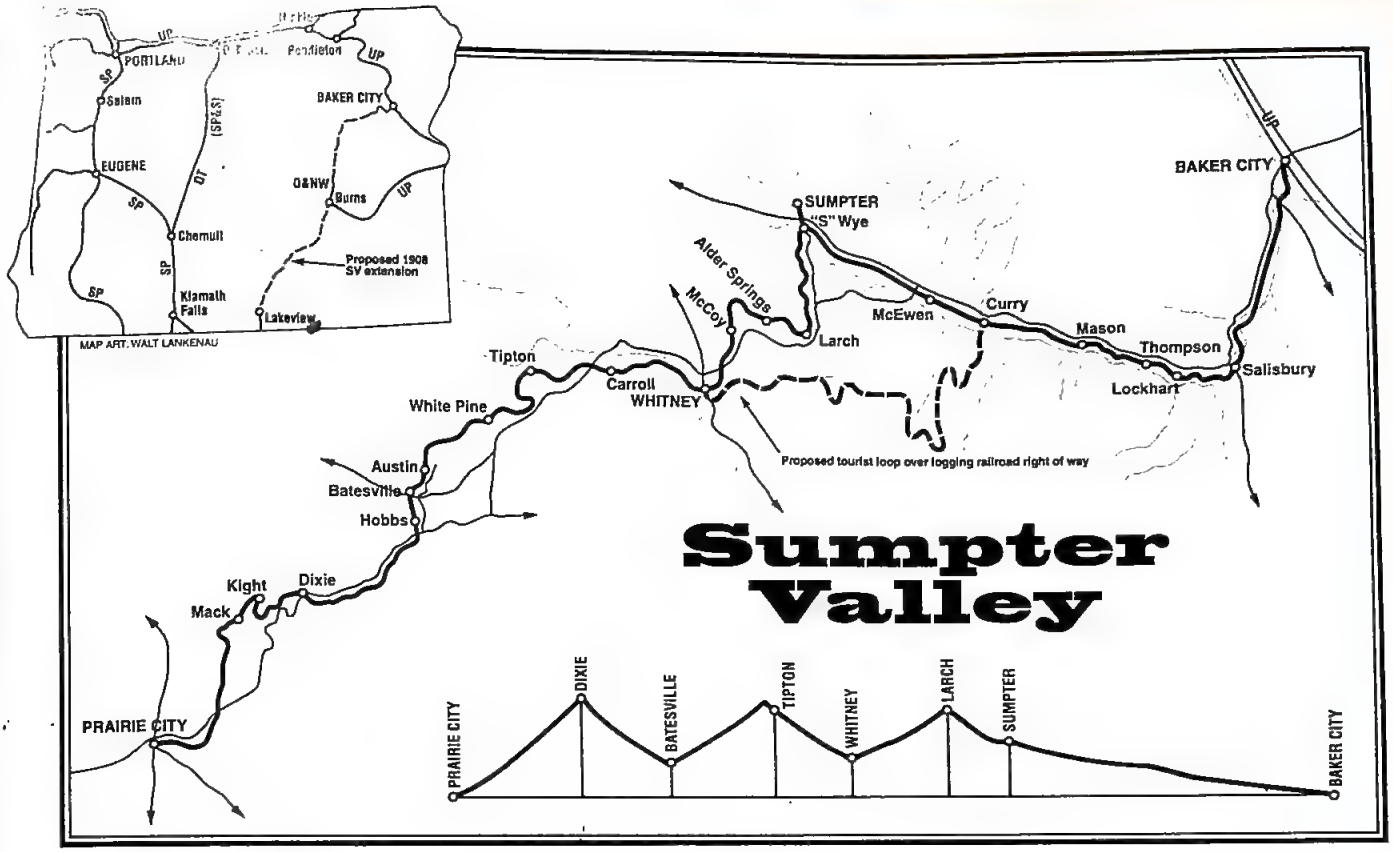
The railroad also provided the means necessary to transport heavy mining equipment to Sumpter. This allowed gold ore production to increase substantially. The railroad seized on the opportunity by hauling ore back out of the area for smelters in Tacoma and Everett, Washington. This amounted to approximately 800,000 pounds of gold ore/concentrates monthly at the height of the boom.

With Federal land grants in hand, the SVRy acquired some three-foot gauge equipment in late 1890 and began construction from Baker City. It didn't take long for winter snows to halt progress. Next spring work continued as soon as possible. In August of 1891 the first load of logs arrived at the Oregon Lumber Company. Shortly thereafter on October 1, 1891, the main line reached McEwen.

It took, however, until October 3, 1896, for the main line to be extended the additional five miles into Sumpter.

When that happened, the whole complexion of Sumpter changed. Gold had been discovered earlier in 1862, but access was difficult at best. The railroad brought easy access into the area for the forty niners seeking their fortune. Sumpter became a boom town.

FUJICHROME: LARRY CANTRALL



Livestock on the side

Meanwhile, the demand for logs in the mills served along the line continued to increase. In 1900, it was decided to extend the logging operations into the mountains. A switch, referred to as the S Wye, was constructed on the east side of Sumpter. From there, the main line ran south up Huckleberry Mountain on a long 4% grade to Larch and on to Whitney. This stretch of the road would, over the years, provide many thrills, accidents and run-away trains for the SVRy.

One example happened in 1914. By this time the main line had reached Prairie City. The railroad felt extra revenue could be earned hauling cattle from there to Baker City. One of the cattle trains had stopped at the S Wye headed for Baker City. When it was time to depart, the engineer released the brakes and watched in amazement as his whole train, except the locomotive, tipped over on its side. It seems a couple of factors had come into play. Not all the brakes had released, and the cattle had shifted to the inside of the curve. All it took was a slight tug on the drawbar for disaster to strike. It was reported that none of the cattle died from the accident, but it took a considerable amount of time to round them up. Some reports suggest the railroad ended up with more cattle than were originally on board when the train had left Prairie City.

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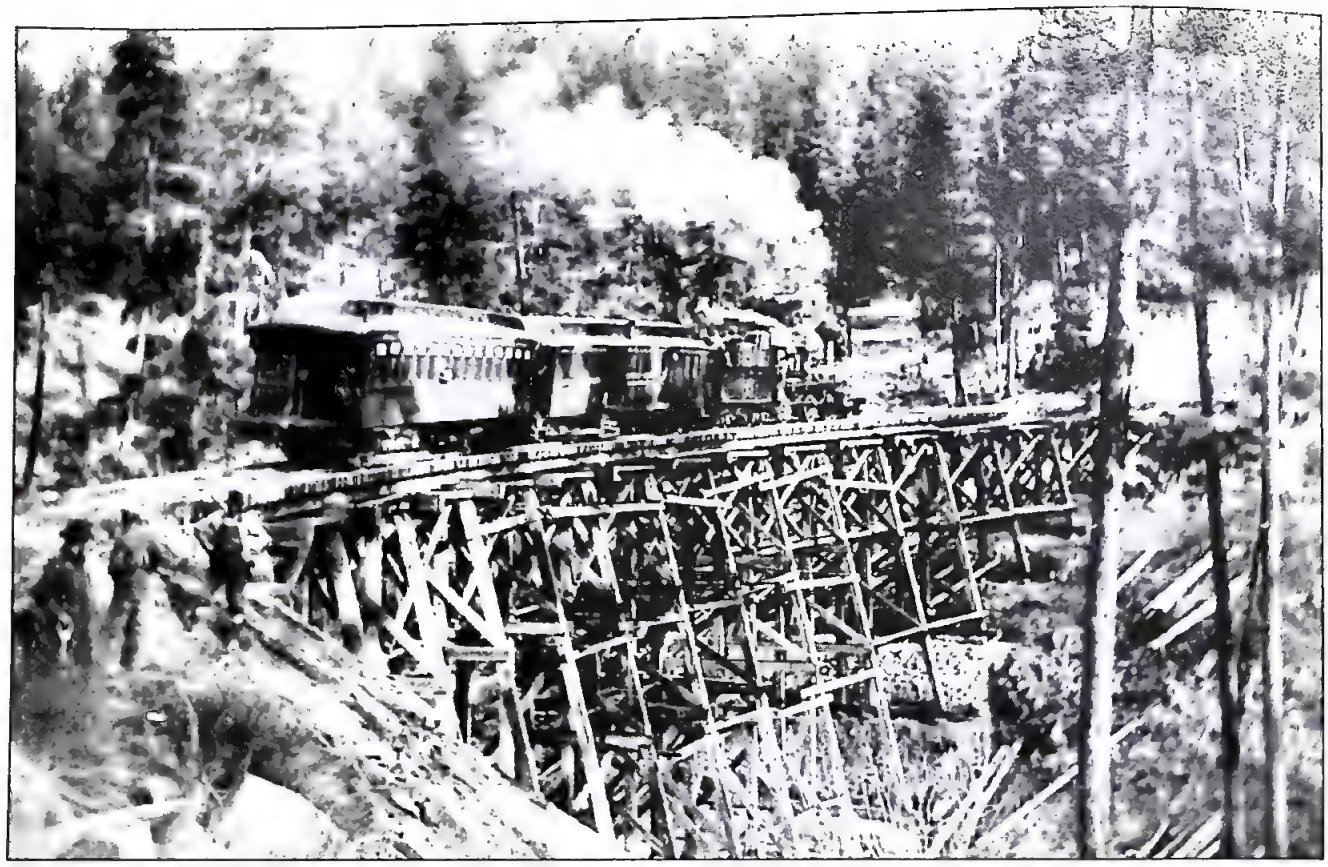
A CATTLE TRAIN out of Prairie City rolled over while attempting to start moving after stopping on the S Wye curve at Sumpter in September 1914. Apparently not all the brakes were released when the engineer started to pull. No cattle were killed, and the roundup that ensued reportedly gathered up more livestock than were aboard when the train had left Prairie City!

Prairie City became the western terminus for the SVRy. At this point the main line measured some 80 miles. Along the way it established operations in Whitney, Tipton, Austin, Batesville (later shortened to Bates) and Dixie. Combine this main with the hundreds of miles of spurs and logging roads and you end up with one of the largest narrow gauge railroads of the area.

The SVRy made all its connections to the outside world at Baker City with the Union Pacific. The yard facilities are estimated to have had 3.6 miles of dual-gauge trackage. All incoming and outgoing narrow gauge traffic, both passenger and freight, had to be physically transferred to the standard gauge Union Pacific.

A logging road

Daily operations on the Sumpter Valley were, at times, a great adventure. Equipment failures, winter snows, run-away trains and derailments lead to numerous wrecks and operational challenges. The railroad's reputation for using used track and not funding needed track repairs was well known.



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THE ALDER SPRINGS TRESTLE was destroyed by fire and rebuilt in 1914. In September of that year, Brooks 2-6-0 No.6 handled the first train over the new structure. In an undated photo (**opposite center**), Alco Mikado 19 was at the Baker City station, already having lost its cabbage stack after being converted to burn oil. The 19 and 20 were sold to the White Pass & Yukon Route in 1940 and returned to the Sumpter Valley in 1977. The fully restored No.19 (**opposite right**) made its debut under steam at McEwen on Memorial Day weekend 1996.

There were sidings at various locations on the system that crews would not run the locomotive on. Some sidings were reported to have the rail head completely gone with only the web remaining. Crews customarily poled cars into these sidings and pulled them back out with chains or cables.

Logging operations played a major part of the railroad. History records many different logging companies and mills that operated all along the main line, and many of them, in one way or another, found their roots back with the founders of the railroad. If at any given time one party ran afoul with the Forest Service over the timber rights, then another member of the Eccles family, or a known close associate, would step forward and start a new timber company.

The logging trackage laid by the lumber companies was ever-changing in both length and location. Many times it was both necessary and quicker to lay the lines right up the middle of an available creek. After the site was logged and operations completed, the line was torn up. It would then he relaid in the next area slated for logging.

Passenger service was also a part of the SVRy. In 1896 general passenger and freight agent Joseph Barton convinced David Eccles to offer this service on a set schedule. Up until that time, paying passengers were allowed to ride in the caboose at the mercy of freight schedules. Formal passenger service was offered throughout all sections of the main line, and the bulk of this traffic was between Sumpter and Baker City during the gold boom. At one time, the SVRy ran four trains daily between the two points.

Dredging and Mormons

The main line into McEwen and Sumpter was relocated sometime in the early 1900s. The floor of the Sumpter Valley was rich with gold, and bucket line gold dredges operated in this area during two distinct periods of time. The first was 1913 to 1924 involving two dredges. President Roosevelt raised the price of gold to $35.00 an ounce in 1933, making it profitable to put a dredge back into operation. This dredge operated from 1935 to 1954.

A major problem for the dredge companies was that the main line of the railroad ran right through the area they wanted to mine. The Powder River Dredging Company (later the Sumpter Valley Dredging Company) and the SVRy entered into an agreement to relocate the main line to allow the gold to be mined. The track ended up running over the top of the tailing piles that were left by the dredge.

Through the years a couple of nicknames for the railroad were adopted. The first and most popular was "The Stump Dodger." Two stories apparently are associated with this nickname. One says the main line roadbed ran over the stumps left from the logging operations, which caused the ride to be very rough. The other story that circulates says the track ran around all the stumps that were left. As Ron Brinton, president of the Sumpter Valley Railroad Restoration Society, put it, "What's the difference?"

The other nickname that stuck was "The Polygamy Central." All the original founders of the railroad were Mormons from Utah. Being good Mormons of the times, they practiced their faith to its fullest extent. David Eccles is said to have had two wives and 21 children. With the founders all being Mormon, there was also an influx of Mormon laborers. It is no great deduction to figure out how this name came about.

In December of 1912, David Eccles

died of an apparent heart attack, and management of the railroad was inherited by his son, D.C. Eccles. According to then-superintendent Joseph Barton, "economical management under Mr. (David) Eccles was a thing of the past. An expensive system of management was inaugurated." The new management started "an era of red tape" that apparently interfered with the daily operations of the railroad. Personnel were hired and fired at various positions in an attempt to get the new system to work. As an example, Barton was reassigned as a purchasing agent prior to his retirement in 1914. Still, no matter how hard the new management tried, wrecks and associated accidents continued on the line. One saving grace was that not many were serious.

Union Pacific cast-offs

The equipment that ran on the Stump Dodger had a history of its own. In the beginning, it seems David Eccles had the ability to greatly influence the Union Pacific Railroad, which was in the process of up grading many of its narrow gauge operations to standard gauge. The exact extent of an agreement for equipment and other considerations that Eccles and/or Charles W. Nibley, member of the SVRy board of directors and secretary/treasurer of the Oregon Lumber Company, entered into with the Union Pacific seems to be a matter for discussion.

Nibley is thought by some to have met with Union Pacific president Charles F. Adams in May of 1890. This meeting resulted in an agreement that stated the UP would provide rails, switches and rolling stock for the SVRy in exchange for bonds in the new railroad. To insure the profitability of the new venture, the UP would purchase from the Oregon Lumber Company a half a million ties per year for a period of five years.

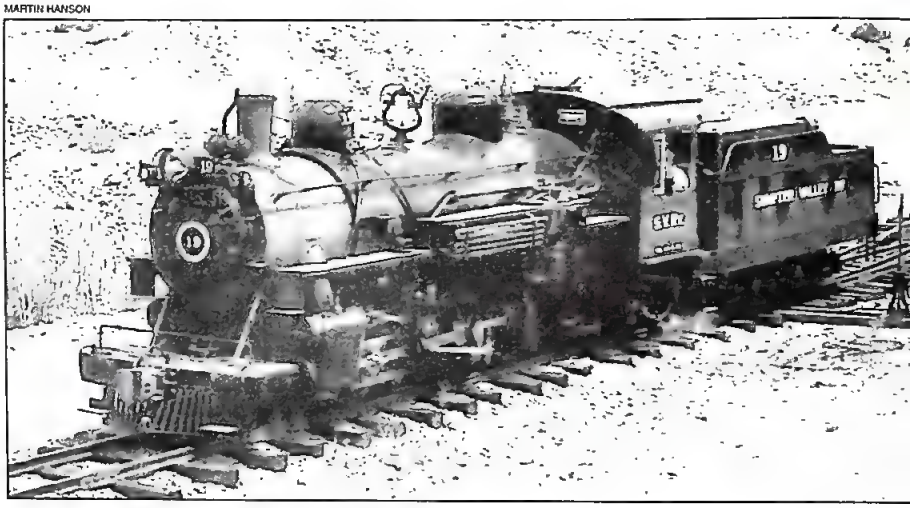
The first locomotive to arrive late in the summer of 1890 was a Baldwin 4-4-0 from the Utah & Northern Railway, a branch line of the Union Pacific. Over the years, it was joined on the main line by numerous Baldwin 2-8-0s, 4-4-0s, 2-6-0s and Brooks 2-6-0s. On the logging lines the variety was greater. Assortments of Shays, Heislers and Climaxes were owned and operated by the various lumber companies affiliated with the SVRy.

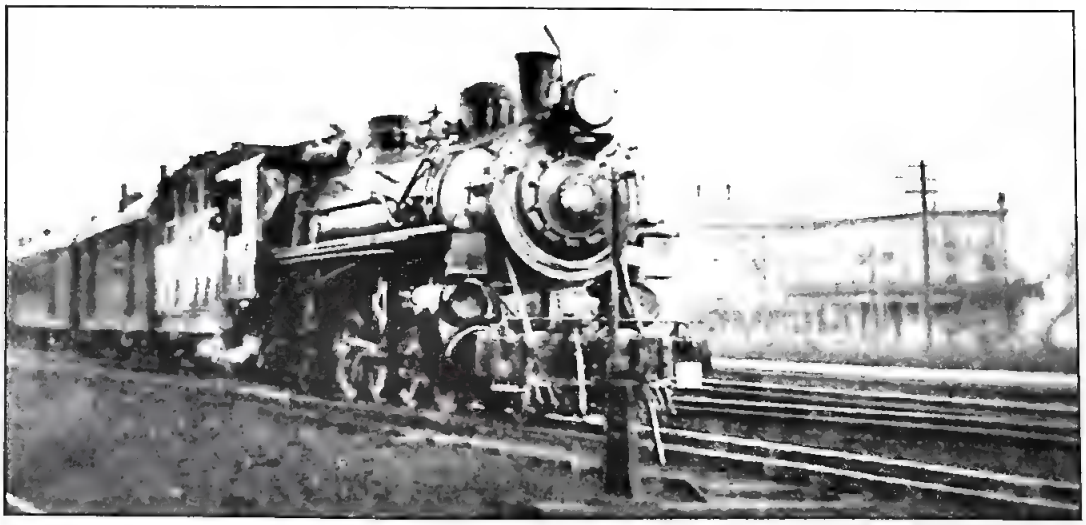
Mikados and Mallets

In 1915, the first 2-8-2 arrived from Baldwin, the first locomotive purchased new by the SVRy. It was followed later by two more exactly like the original. Current day interviews revealed that although these locomotives were purchased new, they were not speced out by the SVRy. It is thought that another railroad speced these engines out but did not honor their purchase agreement. The SVRy, sensing a good deal, stepped in and purchased numbers 16, 17 and 18.

In 1920, the SVRy received two more Mikados from the American Locomotive Company in Schenectady, New York. These were slightly larger, with 44-inch drivers instead of the previous 42-inchers. Tractive effort on the Alcos was 23,700 pounds as opposed to 23,137 pounds on the Baldwins. The American Mikados, numbered 101 and 102, built as wood burners and featuring spark arrestor cabbage stcks, are said to be the only locomotives that were speced out and purchased new by the railroad.

MARTIN HANSON





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The Mikados, renumbered 20 and 19 and converted to oil, were the workhorses of the line for the next 25 years. But as good as they were, operational problems remained. The grade up Huckleberry Mountain to Larch was still a major concern. Existing locomotives, including the Mikados, lacked the power needed to pull the grade and did not provide enough air pump capacity for adequate braking coming back down.

Then in June 1940, the SVRy made a bold move. Management felt that articulated locomotives could accomplish more work with less equipment in the roundhouse. The Uintah Railway in Colorado had ceased operations in 1935 and had two Lucien Sprague-designed 2-6-6-2T simple articulateds for sale. These Baldwin "Mallets" (the technically incorrect term commonly used on the Sumpter Valley in referring to these engines) were the largest narrow gauge articulateds ever built and run in North America.

The SVRy purchased the pair from the Uintah for $29,000. Before putting the Mallets into service, management decided to make some conversions.

Both locomotives were wood burning and had side tanks for water. The South Baker repair shops converted them to oil and removed the side tanks and outfitted them with tenders from the two Alco Mikados, 19 and 20, which were being replaced by the Mallets and were being sold to the White Pass & Yukon Route for service as 81 and 80.

The conversion to tenders may have been a mistake, as the Mallets lost some of their adhesion due to the weight loss from the removal of the water tanks. Even though the Mallets retained much of their power, they still had problems pulling the grade up Huckleberry Mountain. They did, however, solve most of the problems coming back down this grade with their increased braking capacity.

Downsizing

Hard times had come to the Sumpter Valley by the time the Mallets arrived. The founders of the railroad had had a dream of their railroad continuing past Prairie City through John Day and Burns into Lakeview, where it would connect with the Nevada-California-Oregon Railway. This would have provided narrow gauge train service as far south as Reno, Nevada.

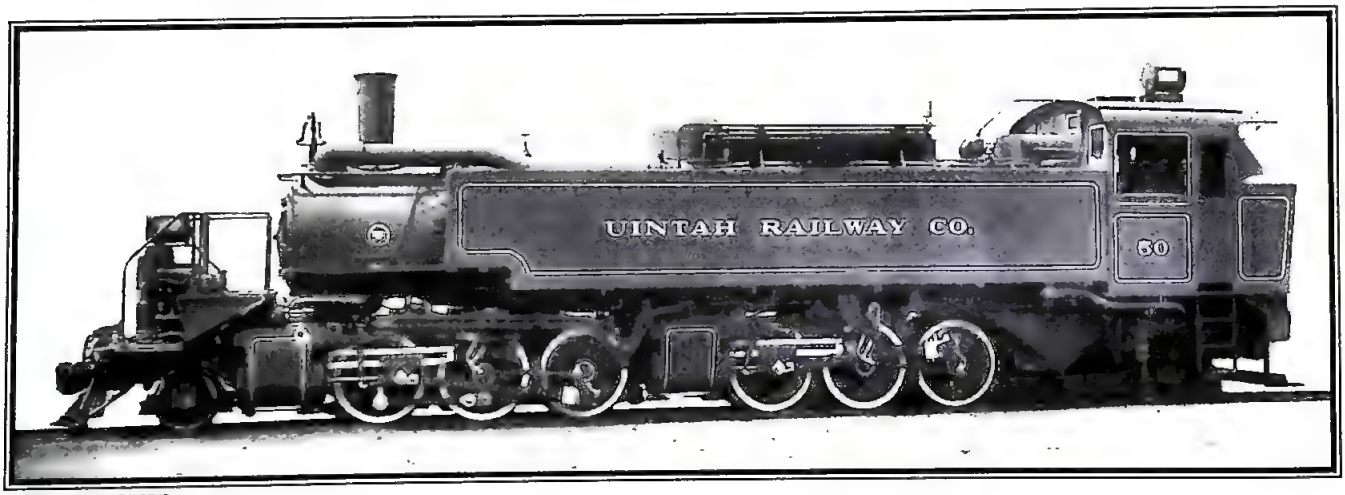
But all this was only a dream. The end had started back in January 1933 with the first main line abandonment and in 1947 the last train ran. Shortly afterwards total abandonment took place. The lines were all torn up by 1952, except for a short section in the Oregon Lumber Company complex at Baker City. This survived until 1961 before it, too, was torn up.

The Mallets were sold to scrapper Hyman-Michaels for $56,000, who then resold them to the International Railway of Central America for service in Guatemala. Some of the remaining equipment found its way to the White Pass & Yukon Route in Alaska. The SVRy rails, which had been leased, were returned to the Union Pacific. The rest of the equipment either found new homes elsewhere or succumbed to the scrapper. A 57-year legacy had come to an end.

Restoration

In 1970, a group of Baker County residents got what was then thought to be "one wild idea." The concept was to charter a non-profit corporation "dedicated to acquiring, restoring, preserving, maintaining and operating a portion of the abandoned Sumpter Valley Railway as a historical and educational operating museum." In December of that year they formalized their idea and were chartered as the Sumpter Valley Railroad Restoration, Inc. (SVRR).

Those initial years were not easy for



BALDWIN LOCOMOTIVE WORKS

between Bates and Prairie City. This happened primarily because the railroad never realized the projected revenue from the cattle business. They even tried a motor car service on this leg of the line, but it also came to an end.

Formal passenger service was discontinued, with the final run on July 31, 1937. Informal passenger service continued, however, with passengers paying their fare and riding in the caboose. But as in the early days, passengers were again dependent on the freight schedules.

Freight business was also declining, the new organization. The first president of the SVRR, Niles Christensen, had his hands full. There were more ideas than resources, and to his credit, he was able to keep the group together and focused.

In 1971, the new enterprise located the W.H. Eccles Lumber Co. gear-driven Heisler No.3. The lumber company had bought it in 1915 and operated it in the Austin area of the original railroad. It had been retired to a shed at the Boise Cascade mill in Boise, Idaho, when W.H. Eccles' son Roland moved the family mill from Austin to Boise in 1924. The Heisler still had its original lettering and was in pretty good shape. It was purchased from the mill and shipped via the Union Pacific to Baker City for rebuilding.

The first pieces of rolling stock, four flat cars, were obtained from the Denver & Rio Grande Western Railroad in Durango, Colorado. Two of the cars were converted to open-air gondolas with benches and tops for excursion operations. The other two are currently being used for parts.

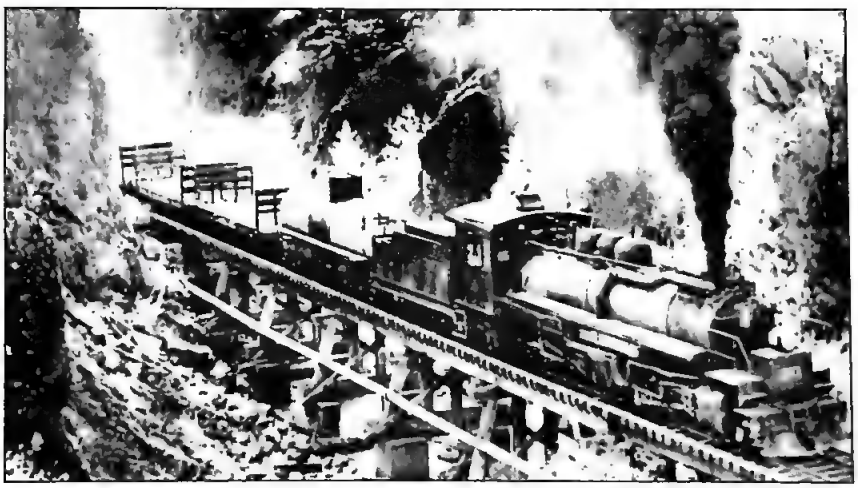
It was also during 1971 that the two Mallets that had been sold to Guatemala became available. The asking price at the time was $8,000 each, plus shipping. The Guatemalan government wanted them sold quickly and removed at the time of purchase. The new corporation was unable to return these unique locomotives to the Sumpter Valley because of money and credibility problems associated with a new venture. The Mallets were lost forever to the scrapper. The Sumpter Valley was, however, able to retireve the 19's tender, which had gone to Guatemala behind Mallet 250. The White Pass tender that had arrived with the 19 was returned to Alaska.

Rails return to the valley

Track laying began early in 1976. The Union Pacific once again came to the aid of the Sumpter Valley by donating both rails and ties for the operation. According to Ron Brinton, president of the SVRR, the Union Pacific is one of the largest benefactors to the current operation. They have been and continue to he very generous in their support.

On July 4, 1976, amid much fanfare, Niles Christensen, with former SVRy engineer and superintendent Floyd Carpenter, cut the ribbon at the Dredge Depot (now McEwen station) in McEwen. Then with the W.H. Eccles Lumber Company Heisler on the point, the first train of the new excursion

THE SUMPTER VALLEY "MALLETS" 250 and 251 had been designed in 1926 by Uintah Railway General Manager Lucien Sprague (who later gained fame as president of the Minneapolis & St. Louis) and built by Baldwin as Uintah 50 and 51 **(opposite)**. The simple articulated 2-6-6-2T's were purchased by the Sumpter Valley in 1940, had their side tanks removed and were given the tenders off Mikados 19 and 20, which were being sold to the White Pass & Yukon Route. The 250 is shown on a log train in an unidentified photo, while the 251 **(below)** was in Boulder Gorge on the Powder River 16 miles west of Baker City.



TWO PHOTOS: H.R. GRIFFITHS / J.M LETHLEAN COLLECTION

railroad ran to a point just short of Sumpter. They had accomplished what many said was impossible.

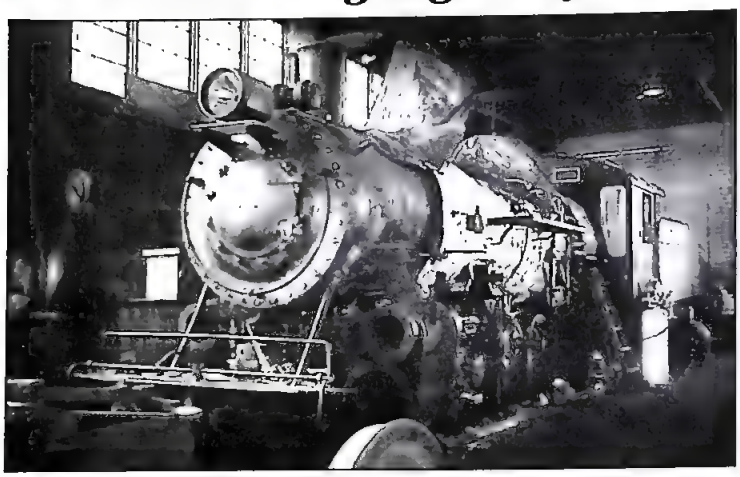
In 1977 they were able to obtain original Alco Mikados 19 and 20 from the White Pass & Yukon Route. Lacking the necessary restoration funds, they were put on a side track in McEwen. They remained there until the SVRR received a commitment from the Fred Meyer Trust for the majority of funds to restore the 19 in early 1992.

Doyle McCormack's Daylight Locomotive Works in Portland, Ore., was contracted to perform the restoration. After the locomotive's arrival by truck, the work began. The restoration took longer than expected, and expenditures were higher than projected. Final restoration costs totaled $230,000 to $250,000, which included 10,000 man-hours from volunteers. Finally, with additional financial help of various foundations, the project was completed in May 1996.

The Sumpter Valley 19 made her debut at the Portland Union Station Centennial celebration on May 10, 1996. An unused side track was laid with an additional three-foot-gauge rail, and the 19 thrilled the celebration's visitors. Afterwards, she was trucked back to the Sumpter Valley where she made her first run since the early1940s on Memorial Day weekend. She was formally rededicated during ceremonies at McEwen on July 4 and made the initial run of the day with president Niles Christensen at the controls.

There has been an ongoing worldwide search for any remaining original equipment. Recent rumors have circulated that two of the Baldwin Mikes

The narrow gauge *Daylight*



SUMPTER VALLEY 19 in the Brooklyn roundhouse, Portland, Ore., on March 9, 1995.

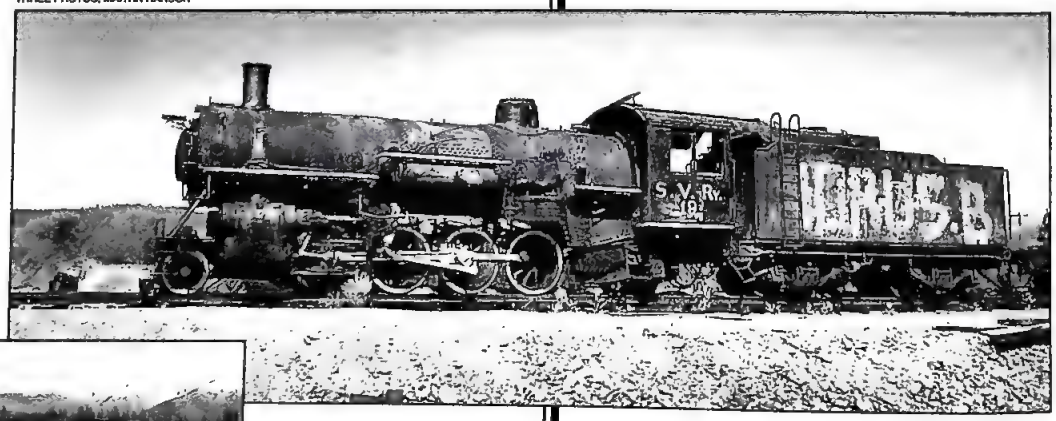
When Sumpter Valley 19 emerged from her restoration at Daylight Locomotive Works in Portland, Oregon, "phenomenal" only begins to describe the job that had been done. One merely needs to compare the "before" picture (**below**) to the completed locomotive to appreciate the magnitude of the accomplishment.

Doyle McCormack, the driving force behind the Daylight Locomotive Works, is the first individual who deserves recognition for the job. Other people involved one way or another include Dick Yager, Bob Eisenman, Gary Oslund, George Lavacot, Greg Peck, Wilt Stetler, Rod Sinclair and John Rosu. Many members of the SVRR also gave their time and effort towards this project; these include Jim Lethlean, Jeff Chitick, Eric Wunz and Steve Masters.

Bruce Carswell, past president of the SVRR, was singled out as the driving force who initiated the project. Without his efforts, the 19 would probably still be sitting on a side track back in McEwen. Fully operational for everyone to enjoy, the 19 now resides in a new facility recently constructed at McEwen. Carswell was also instrumental in gaining the support of his employer, the Willamette & Pacific Railroad in Albany, Oregon. When different aspects of the job came along, the W&P allowed equipment and facilities connected with their repair shops to be utilized for the project.

Major funding was obtained through the Fred Meyer Trust in Oregon. When funds ran out, several other local foundations came to the aid of the project. This list is by no means complete, as it's nearly impossible to remember everyone who contributed to a project of this magnitude. Future generations, however, owe them a great debt of gratitude — LARRY CANTRALL.

THREE PHOTOS, MARTIN HANSON



WHITE PASS Mikado 81 was at McEwen on June 30, 1981. Its tender (**left**, in February 1995) was recovered from Mallet 250 in Guatemala.

(nos.16, 17 and 18) are sitting in Cusco, Peru. There is said to he five locomotives abandoned in the Blue Mountains surrounding the Sumpter Valley. It's thought that a couple of Shays, a Heisler and a rod engine have been seen but not pinpointed. The SVRR remains serious about locating and recovering any original SVRy equipment.

Operations today

Listed with The National Register of Historic Places, the SVRR operates over a relatively flat five-mile section of line between McEwen and Sumpter. The maximum grade is currently 500 feet of 1½%. This route is located on the original right-of-way over the old tailing piles left by the gold dredge.

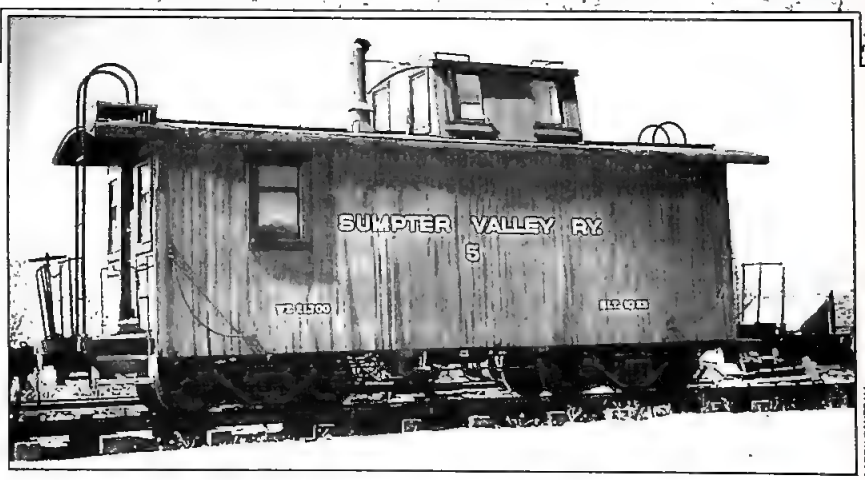
The operating schedules are weekends and holidays during the summer months between Memorial Day and Labor Day. The locomotive assigned for the day may vary, but by the end of summer 1997, it is hoped that No.19 will be taking the entire schedule so that No.3 can undergo a much-needed rebuild.

The station at McEwen is situated on a 180-acre day park located off State Highway 7 out of Baker City. The SVRR entered into an agreement with Baker County in 1976 to establish the location where the railroad has its main yards and base of operations. They are in the process of adding more yard space with a new engine shop. An interpretive area is also slated for development there.

There is currently a plethora of old equipment on site for viewing. As well as rolling stock (some of it SVRy original) there is an assortment of old boilers (Heisler, Climax and Shay) that were rescued from various locations. The original caboose No.5, that made the last run in 1947, was located, returned and restored on site. Mikado No.20 is in the process of a cosmetic-only renovation with plans for a full operational restoration sometime in the future.

At Sumpter, the line ends at the site where the Yuba-type dredge came to

THORNTON WAITE



LARRY CANTRALL

SUMPTER VALLEY CABOOSE 5 was built at the South Baker Shops in 1926 from parts off a Utah & Northern car; it is now at McEwen. Heisler 3 **(top)** was kicking off the 1978 season on May 28 with the two "tourist cars" at what was then known as "Dredge Depot."

rest after it last operated. A joint effort between the SVRR, a group called "The Friends of the Dredge" and the State of Oregon is in the process of establishing a state park at this location. Railroad plans call for completion of a turnaround loop which includes two bridges, similar to the one the original railroad had here. Construction should also be progressing on a new station at Sumpter. Although this station will be larger than the original railroad's facility, the dimensions are a reasonable facsimile in shape to its predecessor.

There is also a plan in the works to extend the line five miles east from McEwen to Union Creek Campgrounds. This project contains provisions for construction of one major and two minor trestles and would link Sumpter to the to the campgrounds by rail.

The cost of this extension is estimated at $5 million, with the major trestle at $1 million. Although the board of directors has been behind this project, dedicated funds have been hard to locate.

Since the beginning of the current organization, there has been a goal of building a 30-mile loop, just as the original railroad had done. The route would leave the existing line at S Wye at Sumpter and go southwest up Huckleberry Mountain to Larch, continuing to Whitney. There it would double back to the south and east along Trout Creek on the former Curry Line (the only branch that was built to main line standards). This would require reconstructing the largest trestle on the original railroad. Plans also call for brake equipment upgrades on all locomotives to prevent the misadventures the original railroad consistently encountered on Huckleberry Mountain.

Since inception of the new railroad, operations have been all volunteer. The current membership is around 400, which includes people from as far away as England and Switzerland. This steam organization is one in which an individual can work his/her way into the cab. Starting from scratch with a lot of dedication, this process can be completed in three years. For membership information, contact the SVRR, P.O. Box 389, Baker City, OR 97814.

Oh, yes. What happened to the elderly lady I opened this story with? Our intrepid depot agent, Jim Lethlean, said that when the train returned from Sumpter he watched her get out of her seat and make a bee line for the station. He thought he was in trouble and started reaching for his wallet. He was surprised when she came up, hugged him and said with a big smile, "It's just as I remember riding it as a young girl in the '30s."

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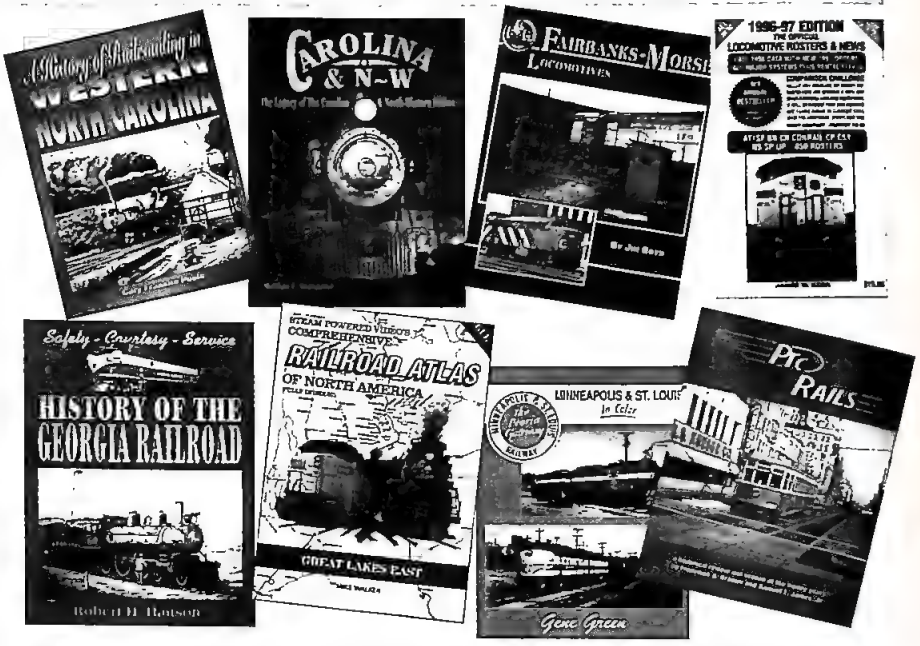

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EastRAIL Returns

GUEST COLUMNIST: STEVE BARRY

IT ALL STARTED LAST MAY. The United Railroad Historical Society of New Jersey was looking for a fundraiser. They inquired about the possibility of reviving EastRAIL — a day of multi-media rail-oriented slide shows last presented in 1994 — and then asked if I was interested in coordinating the programs. I agreed, and the stage was set for one of the most hectic weeks I've had in — well, a month, but that's a different story.

EastRAIL, an annual event based on the popular Winterail concept, was started under the direction of R&R editor Jim Boyd for the Jersey Central Chapter NRHS in 1990. From a modest start with about 200 attendees that first year, attendance grew to over 350 by 1993. Each year it had been held in February, but an ill-fated decision was made to move the 1994 event to April. Attendance plummeted to 140, and a lot of the movers behind EastRAIL were pretty discouraged — it was an awful lot of work for the sparse attendance. EastRAIL was put on hiatus for 1995 while a number of ways to change the event were discussed, including moving it out of New Jersey. An out-of-state sponsor was found for 1996, but logistical complications forced cancellation less than two months before the scheduled date. By late 1996, though, the New Jersey contingent was getting back in the mood for EastRAIL.

The first thing, the URHS committee (which consisted primarily of Carl Perelman, Frank Etzel and myself) did was identify what had worked at previous EastRAILs. The first decision was logistical and the next two were financial. It was decided to once again schedule the event in February, when weather would encourage people to stay indoors for a slide show and railfan event conflicts were at a minimum. Second, the two biggest expenses from previous years — auditorium rental and stipends for out-of-area presenters — were addressed. An auditorium had to be found for low (or better yet, no) cost and all the shows would be made by presenters from in the area or willing to come to New Jersey at their own expense. As coordinator of the programs, however, I made no contacts with potential presenters until a hall could be found, as I didn't want someone putting in the hours of necessary work to complete a program only to not have EastRAIL fly.

The months dragged on while promises for a low-cost hall were made and never materialized. Finally, on the last possible day, we had to get a hall, so EastRAIL could be advertised well enough in advance. Marc Balkin of Mark I Video came through with arranging for Bergen Technical School's 1400-seat auditorium at a cost that was downright generous. EastRAIL was going to happen. The only problem was that it was now early November and we had no programs lined up for an event that was only three months away.

Programs, programs . . . . My first phone call filled in a big gap in the line-up. I contacted Scott Snell, who had been involved in three previous shows, and he said he could have not one, but two programs ready by February. One was on Tennessee Pass, the other on the closing of Bethlehem Steel's blast furnace. Since both were timely topics, I readily agreed to both shows. Scott also said that friend Tom Baker had been thinking about doing a show. A call to Tom and three programs had been nailed down.

The next two contacts were made on fantrips. Sandy Burton, an Alco fan for 24 years, heard the EastRAIL committee discussing the event during a trip and said he would like to do an Alco program. Not long after, I bumped into Greg Nazarow, a three-time EastRAILer, who indicated he had a new program in mind. When I told him we needed his show in less than three months, he gulped but said he'd give it a try. Knowing Greg, I wrote him in as a definite.

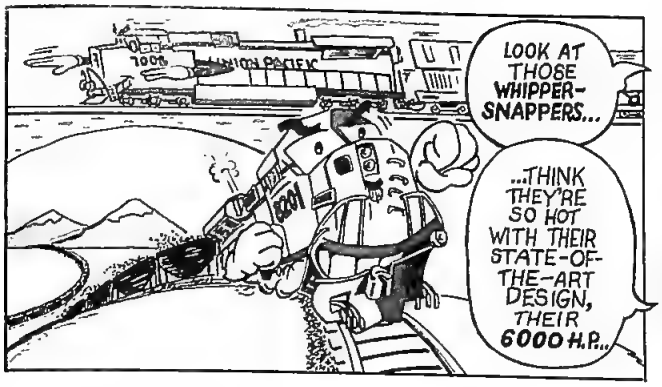
The remainder of the line-up was done basically "in-house." Frank Etzel had produced opening "introductory" programs for two previous events and volunteered to do another, this one focusing on URHS, New Jersey and local rail attractions. My own *Western Skies* had never been shown at EastRAIL, so it was put in the line-up. Finally, I had always wanted to do a tribute program to the late Don Ball, Junior. Walter Grosselfinger, president of URHS and Don's best friend, loaned me slides from the Ball collection and agreed to do an introductory narration. Jim Boyd heard about the Ball show and put together a dynamite ten-minute narrated tribute that told Don's story and legacy.

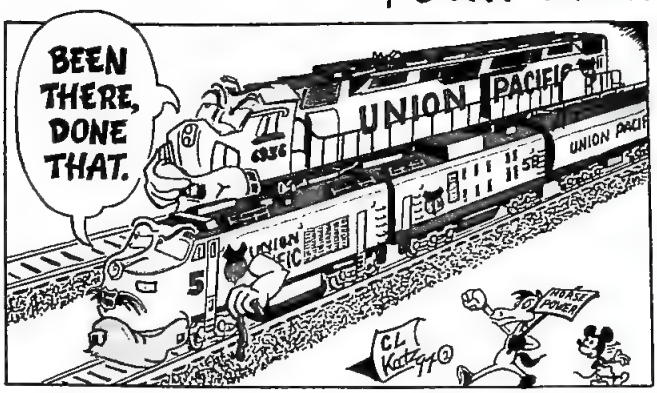
The final piece of the show schedule was a video segment from Mark I Video on the October 1996 trips of C&O 614 from Hoboken to Port Jervis, New York. He had some spectacular helicopter footage as well as *Chooch-Cam* in-cab footage that rivaled what you'd see watching a NASCAR event. Marc also brought some vintage footage of the New York & New Jersey, now NJ Transit's Pascack Valley Line, whose tracks pass very close to Bergen Tech.

Show date, February 8, 1997, arrived a lot sooner than I would have liked, but we had a good line-up together. One aspect of the show we decided not to cut costs on was the sound and projection systems. K.C. Smith had joined the EastRAIL committee as our hardware consultant and did an outstanding job. K.C.'s brother John works for Audio Visual Associates in Denville, New Jersey, and he arranged for a professional sound system. We had six speakers balanced throughout the auditorium plus a sound board. He also packed along three Ektagraphic projectors (one for a back-up) and a scaffold so the projectors could be aimed directly at the center of the 16-foot screen with no keystoning images. The projectors were stacked (all previous EastRAILs had side-by-side projection) and firmly anchored

RAILFUN

by CURT KATZ





so they wouldn't lose their registration during tray changes. Between Bergen Tech's auditorium and John's equipment this was unquestionably the best environment we had ever had for the event.

The show started on the advertised at promptly at 11:00 a.m.. Master of ceremonies was Tom Moran, a radio personality for WRDR (104.9 FM) in Egg Harbor, New Jersey, conductor for Cape May Seashore Lines and narrator for several Mark I videos and previous EastRAIL programs. He introduced Walt Grosselfinger to deliver the welcome. The first program was Frank Etzel's *A Railfan Sampler* which covered URHS activities, the Newark City Subway's PCC's, an Eastern potpourri, night photography and 1990s steam locomotives. It was a good introduction as it tied URHS's sponsorship into EastRAIL.

A gremlin crept into Frank's program, though, without us realizing exactly what had happened, and it would be several more shows before the problem was identified. Because of the way the projectors were stacked, trays placed on the bottom projector had to be tilted at 45-degrees to get under a bar in the projection stand. This caused the slides to tilt momentarily, and without realizing it we were putting the trays on and advancing to the first frame before the slide had a chance to reset. On almost every bottom-projector tray change, the first slide failed to drop. During Frank's program we thought we hadn't advanced the tray to the first frame and pushed the advance button. This put the second frame of the tray on the screen. Realizing we were one slide off, we made a mistake by advancing the top projector tray one slide. This put both trays in sync with each other, but both were one slide ahead of the music. During a segment segue in the program where a title slide is displayed we were able to recover with minimal damage.

Next up was Scott Snell's *Thunder at 10,000 Feet*, his Tennessee Pass tribute. This time the gremlins hit full-force, as one of the trays totally jammed. We stopped his program about three minutes into it. Fortunately, Marc Balkin was ready to go with his video projector, so we rolled the tape while we regrouped on the slide side. As expected, Marc's 614 video wowed the crowd. And as a capper to the video, Ross Rowland, owner of 614, was on hand to announce ten more Port Jervis trips for 1997.

With the gremlins exterminated from Scott's program, the Tennessee Pass show went off without a hitch. The program opened impressively with the Union Pacific conquering the west through mergers, then got into action on the Pass. The gremlins were back in force, though, for Sandy Burton's *Alco Quest*. The program got off on the wrong foot when the wrong projector lit first (although nobody really knew for sure until later), then had the problem compounded when once again the first slide on the tray change didn't drop, so we advanced the projector one frame. It didn't take us much longer to realize that we were really botching the program, but we were already ten minutes into it. We decided to try to untangle the mess when a title slide for a scene change came up, and successfully ran the last seven minutes of the show the way it was supposed to go. The audience probably didn't realize how deep the trouble was. Anyhow, Sandy's *Alco Quest* took us all over the map including the Green Bay & Western, Morristown & Erie, Delaware & Hudson, Apache and Chicago & North Western, wrapping up with the Arkansas & Missouri. It was a very good show but probably extraordinarily frustrating for Sandy, who put in a lot of time getting the show together when he really didn't have the time to work on it.

After lunch came Greg Nazarow's *African Thunder*, probably the slickest production of the day. Greg combined dynamite music, great images, a dash of humor and narration by a female listed in the credits as "Vicky Falls." Those who don't care for foreign subjects thought it was a great show, and those who like foreign steam were blown away. This was a class production.

Conrail Blues was next in line, produced by Tom Baker. It started with a look at Tom's favorite fallen flag, the Central of New Jersey, before launching into scenes from the eastern part of the Conrail system. Tom has a "Western style" to his Eastern shooting and brought a bright, if not telephoto compressed, look at the Lehigh Line, River Line, Boston & Albany and more.

Next up was my *Western Skies*, which I photographed entirely during a nine-day whirlwind tour of Wyoming, Colorado and Utah in 1994. I guess my show distinguished itself more for its music than anything else. All of the programs earlier in the day had featured New Age, show tunes or big band numbers with only a couple of selections containing vocals. My program included six songs by rodeo singer Chris LeDoux, getting a Country/Western swing element into the line-up. How could I resist, though? With songs like "Powder River Home" and "Western

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the work of three astute photographers, we see rare and stunning color views of the FEC's passenger and freight operations as well as mostly black and white glimpses of the last steam operations.

Photo coverage ranges from numerous runbys of E-unit powered passenger trains to F and GP powered freights with blue cabeese. There is also a variety of engine terminal scenes, often showcasing a lineup of E-unit noses, sometimes in the several orange/red and yellow paint schemes employed over time. This is extremely historic and rare photo coverage. Cab unit fans are sure to swoon at the range of E-units shown — 3s, 7s and 9s. Shots around the Miami (*not* Miami Beach) roundhouse, with the sleepy, non-high-rise Miami skyline in the background, and views of the FEC's Miami station, speak of a bygone era. Note the lack of exterior roundhouse walls in the warm climate. Out on the road, we ride the cab of an E-unit at high speed and meet opposing passenger trains, pace two E's with heavyweight baggage cars and see numerous F3s and Geeps in freight service.

The other strong benefit of this tape is the opportunity to view numerous passenger train consists of the 1950s. There are Atlantic Coast Line cars, to be sure (the FEC brought the ACL trains to Miami), but often cars from the New York Central, Union Pacific, RF&P and Pennsy appear. One of the latter, in purple to match the ACL consist, was captured on film. Pullman heavyweights and baggage cars from various roads also roll by. Stations are represented, too, as we see Jacksonville terminal station, the abandoned Hollywood station circa 1959 and what appears to be the St. Augustine stub-end station, where the FEC and the ACL interchanged passenger equipment.

Time marches on, which means the eye-popping, original paint schemes are replaced with a basic blue dip job. The photographers forge ahead briefly despite this adversity, so we see a few scenes of passenger and freight operations in the post-civilization paint schemes. In 1963, the Miami station is demolished. The 1964 train explosion and sabotage is represented by coverage of the wreck and the FEC's big hook. Double track areas are single-tracked, and blue E-units are finally seen on dead lines as passenger service is rerouted to the SCL. To end the tape on an up note, there is brief coverage of final steam operations, showcasing the 400-class 4-8-2s, mostly around the Miami roundhouse. A few 0-8-0s are also represented.

The photo coverage here is extremely rare and reasonably well executed from an amateur movie format standpoint. The footage is generally good, sometimes outstanding and sometimes lacking by today's razor-crisp digital standards. While the total impact is hard to beat as a documentary, the quality of the imagery could be a might better. The film should have been cleaned prior to transfer, and the transfer colors and sharpness could be better. One aspect of video tapes which I like, and one which this tape could benefit from, are location maps. In their absence, it is best to view this tape with someone with gray or white hair who can instantly locate and date the scenes through personal remembrances of Florida train travel in the 1950s and by looking at the automobiles seen. On historical content, the tape rates a thumbs up. For fans of classic EMD bulldog paint schemes, this tape is a must have — TOM KELCEC.

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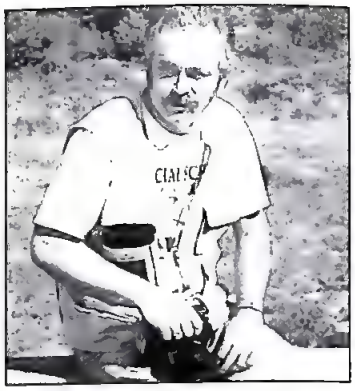

Larry L. Cantrall

The author of this month's feature on the Sumpter Valley became interested in trains in the same way as many other R&R readers — while in grade school in the late 1950s he received an American Flyer S-gauge model train set from Santa Claus. Larry Cantrall tells the rest of his story this way:

"Unlike a lot of R&R readers, my railfanning doesn't get as involved with every little aspect of modern day rail service. I enjoy spending time observing and photographically recording current operations, but I tend to study the history and experiences from the steam era.

"My favorite and most-studied railroad is the Great Northern. I think this is because GN's are the only train related commercials and memories I remember from my child-

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od. You [illegible] 'Rocky' everywhere on television to my grandparents *National Geographic* magazines. He was always expounding on the virtues of James J. Hill's rail empire. This is not saying that I ignore other railroads. Over the years I have learned that a lot of communities in the western United States owe their origins to some railroad, timber baron and/or the gold miners of a bygone era. The historical studies of these subjects can be very enlightening. A lot of our heritage comes from one or more of these sources.

"I've been a full time fireman for the past 23 years. My unusual schedule with this profession has allowed me the time to experience many different things over the years. It has also allowed me the opportunity to travel extensively.

"After my wife died from cancer complications three years ago, I picked up my cameras and decided to start my own freelance photography and editorial business before retirement time arrives. I hope to spend my retirement years traveling around, hopefully on assignment, exploring this world we call home.

"Photographically, I rely on older Canon equipment for my 35mm shooting. My primary camera is either a newer motorized F-1 or a T-90. Lenses currently range from 24mm to 500mm. I use whatever lens, filter, film and associated device I have available to get the best shots I can. If I have time, and the situation is right, then I will also shoot with medium format. At this time I'm using a Mamiya 645 with a couple of lenses. Some of the photos in the Sumpter Valley feature were shot with medium format.

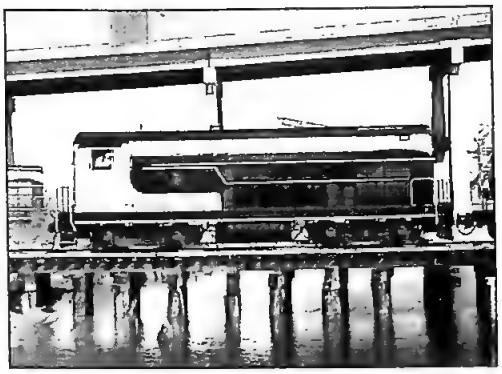
"I have to admit the photography and gathering the background information or interviews is more enjoyable than the writing. I usually feel good about what I've written after it's done, but it's getting to that point that's the problem.

"Over the last couple of years I've been published frequently in *RV'n* magazine, with two articles I wrote and photographed and four others I did only photography for. These have been general travel articles on the western United States. The Sumpter Valley feature is my first all-rail article.

"Railfanning is something I try to devote time to every place I go. If there's a railroad museum, equipment display, main line or branch line around, I'll try to keep an eye on it. If I can't fit it into the story I might be working on, then I'll try for some stock photography. Stories like the Sumpter Valley are where it all comes together, and it becomes very enjoyable and rewarding." ⇐

next in month RAILFAN & RAILROAD

• **FAIRBANKS-MORSE STRONGHOLD: Tom Trencansky reveals the secrets of the North Carolina Ports Railway and its colorful fleet of switchers from FM — and just about everybody else over the years. Today it's the H12-44s in P&WV colors that are drawing the attention.**



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TRANSIT CURRENTS

Sacramento Light

THE SACRAMENTO REGIONAL TRANSIT District has had success with its light rail system, which is about to celebrate its 10th birthday. By the time it is 20 years old the Sacramento light rail will expand from its current 18.3 miles to slightly more than 30 miles. The 30 current stations and 36 rail cars will expand to 41 stations and 74 cars.

October 17, 1996, saw work on the 2.3-mile Mather Field extension project begin. The expansion is expected to be in revenue operation by June 1998. New stations at Mather Field Road and Folsom Boulevard and expansion of the existing Butterfield station are part of the project. This will include an additional half-mile of double track and the construction of a second bridge between the University / 65th Street station and the Power Inn station, which is now somewhat of a bottleneck to operations.

The construction project was made possible by the Regional Transportation District's purchase of 53 miles of railroad right-of-way from Southern Pacific. The purchase of right-of-way from Sacramento to Placerville in El Dorado County was carried out by the Sacramento - Placerville Transportation Corridor Joint Powers Authority. The Mather Field extension is the first use of this line. In the future it is expected that light rail extensions will move on to Sunrise Boulevard and the city of Folsom and, perhaps eventually, to Placerville.

High priority is being given to additional construction of light rail in Sacramento. The 6.3-mile light rail extension from downtown Sacramento south to Meadowview Road is the next priority. This $200 million project will involve construction of stations at Broadway, City College, Fruitridge Road, 47th Avenue, Florin Road and Meadowview Road. An additional two dozen LRV's will be needed to provide service. This line will be built along existing Union Pacific tracks and will couple into the existing light rail line at 19th and R Streets. The south line is expected to carry an additional 15,000 riders a day, while the extension to Mather Field is expected to add about 1,700 riders to RT's current ridership levels.

The development of the initial phase of a line from downtown Sacramento to Natomis Airport and eventually to Sacramento International Airport will move ahead slowly as funding becomes available. At about the same time the south extension is completed, the beginning of the line to the international airport will start with a segment from the K Street Mall to the Amtrak multimodal terminal. This will afford an easy connection to Amtrak and the intercity Capital Corridor rail service. Congratulations to RT General Manager Pilka Robinson and her staff. Sacramento is a good example for those interested in bringing light rail on line at very modest costs.

New MUNI Metro Tunnel

One of the problems that plagued the MUNI Metro subway under Market Street in San Francisco was its stub-end terminal at the Embarcadero station. This limited the number of trains that could be operated in the tunnel. At peak times no more than 20 trains could be accommodated and the MUNI Metro cars were often very overcrowded. The line was also not capable of achieving its full potential by dead-ending at the Embarcadero. A need existed to better link downtown San Francisco with other developing areas located within a few miles.

The problems and possibilities were heading toward solution and achievement by the end of 1996 when the MUNI Metro turnback (MMT) was close to completion. The facility includes two twin 800-foot-long steel tunnels beginning at the Embarcadero station. The tunnels, which run under the Justin Herman Plaza in front of the Ferry Building, turn and connect to a structure 55 feet wide, 23 feet high and 1,120 feet long, which was built under the Embarcadero roadway. In this box structure are the crossovers, switches and storage tracks that will provide a much improved turnback and storage facility for the entire MUNI Metro system.

At the south end of the turnback structure the tracks will climb a ramp to reach the surface of the Embarcadero at Folsom Street. The MUNI Metro will be extended from this point to offer service to the newly developed neighborhoods at Rincon Point and South Beach. The MUNI Metro will also soon serve the CalTrain depot at 4th and Townsend Streets, the Mission Bay redevelopment project and the future stadium for the San Francisco Giants baseball team.

The turnback will enable the MUNI Metro to operate 30 trains per hour, substantially increasing the passenger capacity. Thanks to the Market Street Railway Company (PO Box 425063, San Francisco, CA 94142-5063) for the information.

25th Year for Como-Harriet line

Back on August 19, 1971, the first trip was made by erstwhile Twin Cities rapid transit car No.1300 on the Como-Harriet streetcar line. Twenty-five years later the line, which is part of the Minnesota Transportation Museum, is going strong and has seen major improvements. Two additional streetcars now operate, and a fourth car is being restored. A mile of track is under wire. The simple gravel platform at 42nd Street has been superseded by a concrete platform and a new passenger depot. There are also souvenirs for sale and innovative exhibits at the depot.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Rail Expansion

Things are going to get better on the vintage trolley operation with a 25th anniversary present in the form of $150,000 in ISTEA-funded improvements. A PCC car from the old Twin Cities Rapid Transit will be placed in service in the not-too-distant future. The Minnesota Transportation Museum, Inc. (P.O. Box 17240, Nokomis Station, Minneapolis, MN 55417-0240) does a lot more than just run streetcars; it also operates steamboats on Lake Minnetonka and a steam railroad. For its tremendous progress over the last quarter century, congratulations to the Minnesota Transportation Museum!

Salt Lake City light rail funding

November 19, 1996, was a big day for light rail in Salt Lake City, Utah. The initial $35 million check from the federal government arrived. On the same day the Salt Lake City Council approved the route for the project.

The route runs north/south on Main Street and turns west toward Delta Center, the home of the Utah Jazz NBA team. This route will provide a north/south connection between the main commercial district, downtown malls, historic Temple Square and the Delta Center. Construction is scheduled to begin in spring 1997, with completion targeted for December 1999. Both commercial and retail businesses are generally supportive of the project in the belief that it will help revitalize the Main Street area.

Another factor is the integration of the light rail line into transportation plans for the 2002 Winter Olympic games to be held in Salt Lake City. A possible east/west extension of the light rail project also exists, which would connect the Salt Lake City International Airport with downtown and the University of Utah. The latter will be the site of the Olympic Village. A commuter rail operation between Ogden and Salt Lake that would use an abandoned but still intact D&RGW/SP/UP right-of-way is another possibility for the future. Many thanks to Scott C. Hogensen for his kind letter and the information.

It was a very good year

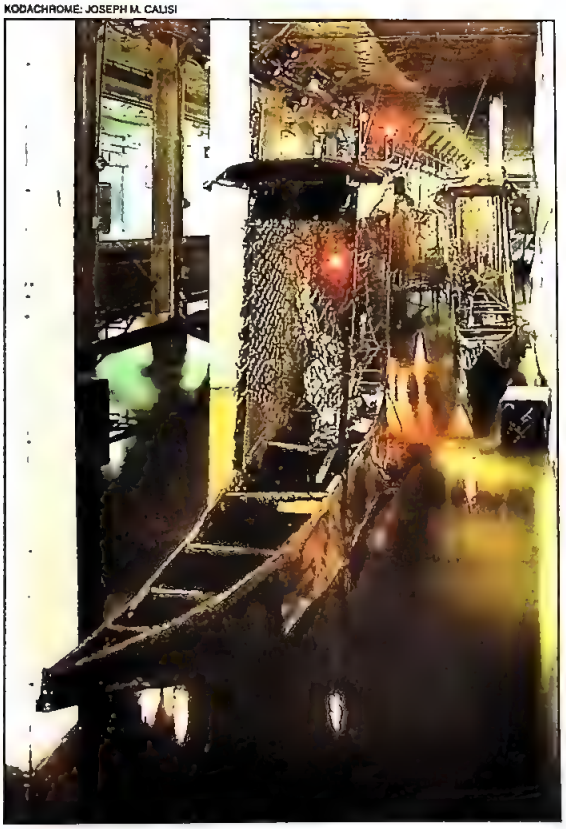
These things always sneak up on you. Over the course of a year I report on events in the rail transit arena on a piecemeal basis. Each month there is another announcement, and the full magnitude of rail-oriented urban transportation development may be lost. Put it all together, however, and 1996 offered a very impressive showing for rail transit.

In the area of light rail, Dallas opened its first section of the Red and Green lines in June, and it is expected that extensions will be built north from downtown Dallas by the time this sees print. Cleveland opened its Waterfront light rail line, and San Diego opened its extension to Santee and the north extension to Old Town in July. In San Francisco, the MUNI Railway began to receive the new Breda cars.

On the heavy rail rapid transit side, the CTA reopened the Green Line in Chicago, restoring service on the century-old Lake Street elevated and the South Side elevated. Atlanta opened another station on its north line, and Los Angeles extended the Red Line subway west to three new stations. Early in 1996 BART extended service to Colma and late in the year to Pittsburg.

Commuter rail saw some exciting things in June 1996 with New Jersey Transit's MidTown Direct service running straight into Penn Station in New York, a major boon to Manhattan-bound commuters. In Chicago, Metra started its new North Central service along the Wisconsin Central to Antioch. After some troubles in the early going, Montreal saw the reinstatement of service

KODACHROME: JOSEPH M. CALISI



THE CANAL STREET STATION in Manhattan became an Italian canal to display the work of artist Alexander Brodsky to patrons of the New York City subway. Five aluminum, tin and wood gondolas rested in a 10'x50' lagoon on unused BMT tracks. The display was organized by the Public Art Fund and Arts for Transit.

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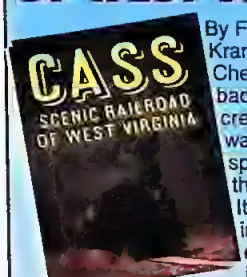

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from Deux-Montagnes to Central Station in March of 1996. The folks in Vancouver got to enjoy some new commuter rail services as well and progress is being made on reconstruction of the Old Colony line by the Massachusetts Bay Transportation Authority. And let's not forget the South Shore Line's new Hammond station, two additional round trips between South Bend and Chicago, and a new Michigan City-to-Chicago express train. Finally, commuter rail service between Dallas and South Irving was introduced as 1996 came to a close.

Farewell to the Watertown Line

The Watertown trolley line in Boston ceased service on June 21, 1969. The tracks were left in place, however. Many people, including many traction fans, hoped that the Watertown line would once again offer rail service. This is not to be. Removal of the track and repaving of the street began in June 1996. It is expected that the project will take about a year to complete.

Electric traction is certainly not dead in the Boston area, though. Rail enthusiasts hope that Washington Street, which had the Orange Line elevated over it, will see service offered by light rail vehicles in the future. It now appears that it will be trolley-bus service, but in the political ferment of Boston, nothing is ever finished.

In other Boston news, progress is being made on the revival of the Old Colony line, which will be diesel-powered commuter rail service. The light rail cars in Boston are undergoing a change in paint scheme. And for now you can still ride refurbished PCC cars on the Ashmont-Mattapan line. Many thanks to Charles Sullivan for the information.

Flashes

Californians always have to have something to fight about, and the California Intercity High Speed Rail Commission gave the residents plenty to hash over. The commission, by a narrow 5-4 vote in November, chose a route for a future **SAN FRANCISCO-SAN DIEGO** high-speed rail system that would run from Bakersfield to Los Angeles by way of the Antelope Valley. The valley leg has been a matter of contention, and so the fights will start. The high-speed rail line, of course, is intended to connect with local rail transit at a number of sites. The rail service, if carried out, would offer a significant alternative to the auto for intercity travel. Thanks to Ben Kerr for the news.

Harry Ross writes that the light rail study for the **LOUISVILLE** region is back on track. To qualify for federal funding $300,000 in local money has to be raised for the engineering study.

The site of another potential argument is the proposal of the Maryland Mass Transit Administration to extend the **BALTIMORE** Central Light Rail Line into the Glen Burnie Town Center. Of several proposals, one would require the purchase of 14 houses and three commercial properties. The local residents and business people are not thrilled by the proposal. Thanks to Henry Goode for the news.

Mike Murray sends me the good word that planners in **TEXAS** want Highway 130 to be built with sufficient room for a parallel Union Pacific freight line. The purpose is to make the current freight line between Round Rock and San Antonio available for a commuter rail line.

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MARKERS

EDITORIAL COMMENTARY

New American steam

THE CONCEPT OF BUILDING a steam locomotive from scratch in 1997 in the United States is pretty remarkable. Reading the story in RAILNEWS last month about the Strasburg Rail Road being contracted to replicate a 40-inch drivered, 1869-built 4-4-0 only naturally leads one to consider the few locomotives that have been built in the U.S. since, say, 1960, the year commonly regarded as the end of the steam era.

The best known of the "new" American steam locomotives are two 4-4-0s — replicas of UP's 119 and Central Pacific's *Jupiter,* commissioned by Golden Spike National Historic Site. These were built in 1979, and their pilots touch head-to-head year-round, just as their inspirations did on May 10, 1869.

But I'll bet many steam fans would be surprised to learn that the steam shop that has produced the most locomotives since the end of the steam era is nestled away in the White Mountains of New Hampshire — the Mount Washington Cog Railway. Deserving of much more credit than it gets, the MWCR shops constructed five distinctive 0-2-2-0s since the end of the steam era. That's not bad considering the railroad has seven locomotives in its fleet and only three-and-a-half miles of track.

According to Mount Washington chief mechanical officer Michael Kenly, a 23-year veteran of the line, No.3, *Base Station,* was built in 1968; No.10, *Colonel Teague,* (**below**) in 1972; No.4, *Summit,* in 1973; No.8, *Tip Top,* in 1983; No.9, *Waumbeck,* in 1993 and No.2, *Ammonoosuc,* in 1994. All of them were built in the Mount Washington shops from scratch, except for the boilers, which were contracted to local firms. No.6, *Great Gulf,* was built in 1947 by Manchester Locomotive Works. All these locomotives are technically replicas since they replaced identical locomotives built in the last century. The last of the 19th century locomotives on the property are No.1, *Mount Washington,* built in 1893 and mechanically exhausted and *Peppersass,* one of the original engines built for the line in 1866 and now on display in the road's parking lot. Kenly also added that during his employment the railroad scrapped the original Nos. 3, 4 and 8.

First opened on July 3, 1869, the 4'7"-gauge Mount Washington Cog Railway has been in continuous operation, save for two brief periods during both World Wars. The steepest grade on the line in 37.41%, and the average grade is 25%. During a visit there with associate editor Barry during July 1996, we saw first hand that these little engines shake, rattle and roll with the best, and they sound like the hardest working locomotives in the world — MIKE DEL VECCHIO.

A steamy summer

This summer is shaping up to be a pretty good one for steam fans, as many of the operable main line locomotives will be turned loose. At least four 4-8-4s will be racking up mileage, along with one 4-8-2.

First let's check in on the last railroad-sponsored steam program, that of Union Pacific. Northern 844 will likely be the big attraction at the National Railway Historical Society convention in Salt Lake City during June. Of course, *the* trip occurs just before the convention, when 844 and the UP E9s will team up on a three-day trip from Denver to Salt Lake via the Royal Gorge, Tennessee Pass and Soldier Summit. The trip leaves Denver on June 21 and will arrive in Salt Lake on June 23. At the convention the E9s will power a circle trip with a Salt Lake-

KODACHROME: STEVE BARRY

THE COLONEL TEAGUE, Mount Washington Cog Railway's No.10, was at the road's shops at Base Station near Fabyans, New Hampshire, on July 9, 1996. Built in 1972, it is one of six 0-2-2-0s built from scratch by MWCR since 1968. All of the line's locomotives have inclined boilers for operation on the 25%-average grade. Note the speeder is also adapted for the climb to the summit of Mount Washington.

Provo-Lynndyl-Salt Lake routing on June 25 and 844 will power a Salt Lake-Cache Junction round trip on June 28. After the convention 844 is scheduled to pull a Denver-Greeley round trip on July 5 and a Denver-Cheyenne round trip on July 26, the latter in the company of Centennial diesel 6936.

In the Pacific Northwest, Southern Pacific 4449 will be out and about on BNSF for two weekends in June. The *Daylight* will pull a Portland-Wishram round trip each day on June 7-8. The big outing for 4449 comes the following weekend when it runs from Portland to Yakima via Pasco on June 14, returning to Portland via Stampede Pass on June 15. We got word of these trips too late to include in TIMETABLE, but you can get more information by contacting Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280.

While 4449 is romping and stomping through Oregon, another 4-8-4 will be doing likewise 3000 miles away. Ross Rowland's Chesapeake & Ohio 614 will be repeating its highly successful NJ Transit trips on June 7-8 and again June 14-15. The four trips will depart from Hoboken, New Jersey, and run to Port Jervis, New York. After the locomotive is turned at Port Jervis there will be several high-speed runbys. Check TIMETABLE for ticket information.

The other 4-8-4 that will be running this summer is North Star Rail's Milwaukee Road 261. On May 17-18 it will operate out of Minneapolis on a 250-mile round trip to Willmar, Minnesota, each day. Its big romp will be down to Galesburg, Illinois, for the 20th annual Galesburg Railroad Days on June 28-29. Also scheduled is an appearance at the Minnesota Heritage Festival in Minneapolis on July 3-5, where it will power two short trips each day. All the trips are being run over BNSF. For more information contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

And speaking of Galesburg Railroad Days, this year's event is shaping up as being one of the best. In addition to Milwaukee 261, Frisco 4-8-2 1522 is scheduled to come in from St. Louis, as well. Also appearing will be the *Nebraska Zephyr* articulated trainset from the Illinois Railway Museum powered by E5A 9911A and the Burlington Northern business train powered by F9s 1 and 2. There are no excursions planned in conjunction with the event, but we'll try to track down the ferry move information and list it in TIMETABLE.

It's going to be a steamy summer. I'm trying to figure out if I can tag three 4-8-4s in June. It's worth a shot — S.B.

SP 4449 on the net

For the latest doings of SP 4449 you can check out the Friends of the 4449 web site. The address is www.4449.com — DICK YAGER.

Our April Fool's joke

Most of you probably figured out the Langford Underground Railroad pictured on page 27 in the April 1997 issue really doesn't run over the abandoned Buffalo & Susquehanna. In reality, the Alco hood and cab are nothing more than a large lawn ornament discovered along the highway near Langford, New York, by Alco veteran George Hockaday. The photo arrived just after the April 1996 issue had gone to the printer, but we couldn't resist — we hung onto the photo for a year (intentionally, this time) so we could use it in the April '97 issue. We found out where Langford was using our DeLorme New York Atlas, then by using the Northeast edition of Steam Powered Video's *Railroad Atlas of North America* we were able to discover the Buffalo & Susquehanna was the nearest abandoned railroad to Langford, passing several miles to the west.

There's nothing like researching an April Fool's joke — S.B.

The missing piece of 844

In the March 1997 issue a piece of Jack Wheelihan's article "Distributed Power with a 1943 Alco 4-8-4" had a small piece inadvertently chopped out. The story, which begins on page 50, is intact through page 51. The first paragraph on page 52 should read as follows:

"Just east of Hillsdale we encounter a flashing yellow signal. I call 'blinker,' and Bob replies. When we pass the block the cab signal indicator drops from green to green/yellow, and Bob acknowledges the warning whistle. Bob slows to 40, and way up ahead we finally see the next signal is a hard yellow. I acknowledge Bob's call, and he eases off some more on the throttle."

The remainder of the article is intact.

To quote Paul Harvey, "And now you know the *rest* of the story" — J.B.

The great pumpkins

There's no doubt that the new BNSF "Northern Lines" paint job, with its Great Northern orange and green, is a hit. "Pumpkins" was the nickname they picked up by railfans and railroaders alike (Bruce Kelly reports hearing the term used on the radio by engineers describing their power to dispatchers).

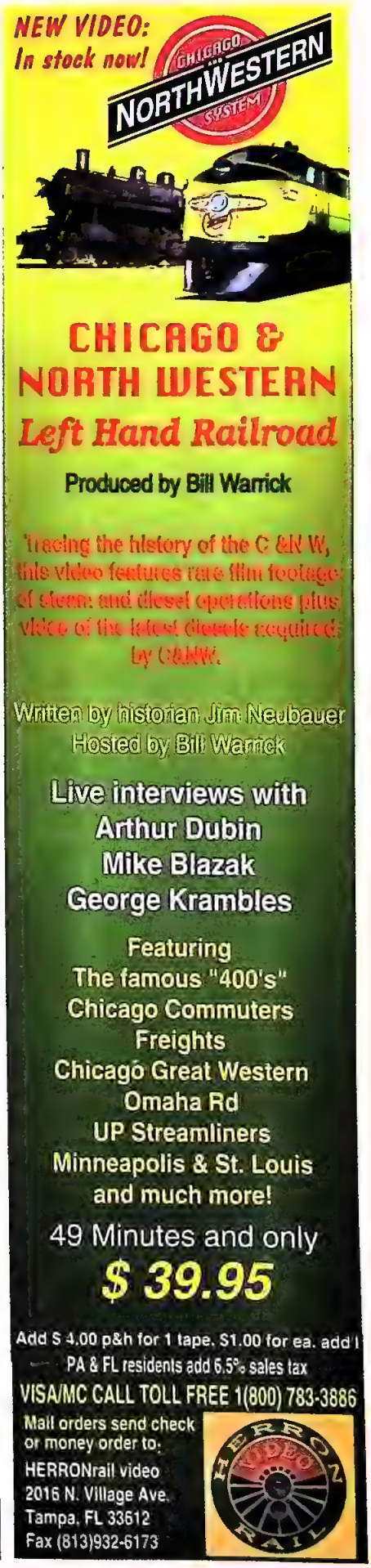
But it seems that every paint scheme that features orange results in the units being dubbed "pumpkins." The BNSF livery deserves something more original. The best one we've heard so far reflects the heritage of both the GN, with its four-legged mascot "Rocky," and builder General Electric: "Goat Boats" — S.B.

Antidotes to reality

Having begun my railfan travels in the 1960s, one of the things I find most frustrating about today's railroading is the omnipresence of the "corporate" railroads and the almost complete lack of the colorful "little" railroads that used to be almost everywhere. Atlanta, for instance, had the L&N and Southern and Central of Georgia and Seaboard and Georgia Road and West Point Route — today it's CSX and Norfolk Southern. Why bother?

Some of the emerging regionals have enough class to be considered "real" railroads, like Wisconsin Central and Arkansas & Missouri, but most come across as makeshift and temporary, with no real substance or heritage. These will take time to develop.

There are, however, ways to reverse the clock and calendar. We had a couple of examples of them last month. One was the "NYO&W" F7 that attended Steve Barry's wedding. The O&W never owned an F7 (it had FT's and F3s), but that Southern Railroad of New Jersey gray and yellow covered wagon brought the image of the O&W to life for me more than all the photos of A-B-B-A's at Cadosia put together. And then there was the Jersey Central Geep and "B&O" Baldwin switcher on the Black River & Western and the Mississippi Central two-bell 4-4-0 on the Wilmington & Western in our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KODACHROME: JIM BOYD

LEHIGH & NEW ENGLAND SD38-2s 905 and 901 had an eastbound BK Turn out of Pen Argyl, Pa., bound for Maybrook, N.Y., as they assaulted Middleville Hill in northwestern New Jersey on a spring day in 1984. The "real" L&NE was abandoned in October 1961, but Joe Taylor of Portland, Pa., modeled the railroad as though it had survived — and traded its Alcos for EMD's in the process. Conrail operates some portions of the L&NE today.

SEABOARD AIR LINE's new Dash 9-44CW's were rolling through Raleigh, North Carolina, in the summer of 1996. In another case of modeling as an antidote to the harsh reality of today's railroading, John Edwards of Portland, Pa., models the SAL circa 1962 in HO scale but could not resist the awesome image of the KATO models and made up a set of the super cabs to reflect a world where the Seaboard stayed independent. See MARKERS for more details.

EKTACHROME: BILL SCHAUMBURG/*RAILROAD MODEL CRAFTSMAN*

March issue. Some are authentic restorations (the CNJ Geep and MSC 4-4-0) while others are simply popular paint jobs (the "O&W" ex-B&LE F7 and "B&O" ex-Navy Baldwin). It's model railroading in 12"=1' scale.

You don't have to be a railfan to be a modeler, but it sure helps. While I do very little modeling today (though once a month I'm the first trick yardmaster at Sunrise on Tony Koester's HO scale Allegheny Midland), I approach museums and restorations like a modeler. Back in October 1991 I organized a railfan day on the Edaville Railroad and ran it like a giant model railroad — complete with freight and mixed trains on a five-mile loop of two-foot-gauge track with one authentically lettered Bridgton & Harrison 2-4-4T and one Edaville ex-Monson 0-4-4T (June 1992 R&R). I approach most fantrips the same way; it's an opportunity to see the locomotive perform, even if the route and consist aren't historically authentic. How can you drool over an O-Scale Max Gray brass C&O Greenbrier rolling over plywood ballast against somebody's cinder block basement wall and turn your nose up at Ross Rowland's C&O 614 ripping across the Erie at 80 m.p.h. with NJ Transit commuter cars in tow? It's all a matter of mind-set.

Of course, when it comes to modeling, anything goes — and some of the best modeling is done by railfans. A few years ago Joe Taylor was living in an apartment in Portland, Pennsylvania, within sight of where the Lehigh & New England had its bridge over the Delaware River. What if the L&NE hadn't been abandoned in 1961? What would they be running today? Joe figured that they would have shed their worn-out Alco cab units for EMD road switchers, and since they needed tractive effort more than speed the L&NE might have opted for economical SD38s for the Maybrook line. On his kitchen table he kitbashed a set of HO scale SD38-2s and painted them in the traditional L&NE black and white with the "fried egg" herald. Boy, did they look sharp!

I borrowed Tony Koester's photo diorama, set it up in the valley behind Middleville, N.J., and photographed the SD38-2s headed for Maybrook on a BK Turn out of Pen Argyl. The real joint L&NE-NYS&W right of way was only a half mile away, but overgrown with trees since abandonment, it didn't offer any appropriate photo settings. I pass that diorama view every day on my way home from work, and that resulting image (**opposite top**) is more real to me than the photos of the L&NE, which disappeared before I moved to New Jersey.

As we were putting this issue together with its feature on today's big super cabs, RAILROAD MODEL CRAFTSMAN editor Bill Schaumburg came in with a photo of Seaboard Air Line Dash 9-44CW's in Raleigh, North Carolina (**opposite bottom**). Amazingly, this was the work of another modeler from Portland, Pennsylvania. John Edwards built a 3'×7' module depicting a junction in Raleigh while planning a circa-1962 model railroad of that area. Impressed by the new KATO HO scale Dash-9s, John painted up a set in the Seaboard Air Line "modern" green, and with the swipe of an airbrush swept away the CSX, Family Lines and even SCL mergers.

It's a very appealing thought.

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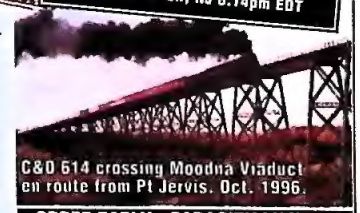

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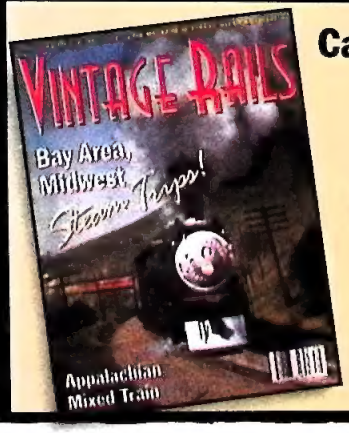

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MAG7

RED RIVER VALLEY & WESTERN rare "Bros" snowplow 113 was eastbound at Grinner, North Dakota, on January 23, 1997. Only a handful of these plows were built, and the RRV&W was putting theirs through its paces between Oakes, North Dakota, and Breckenridge, Minnesota. Also hit by storms and forced to call out the plow-extras was Burlington Northern and the Dakota, Minnesota & Eastern. BN's plow worked west from Aberdeen, South Dakota, toward Mobridge, S.Dakota, on the former Milwaukee Road main line. Before it could reach its destination, however, the job was forced back to Aberdeen by blowing snow and drifts. On the retreat trip, the track was already completely drifted over in areas. The DM&E also had their plow out working between Lake Benton, Minnesota, and Huron, South Dakota.

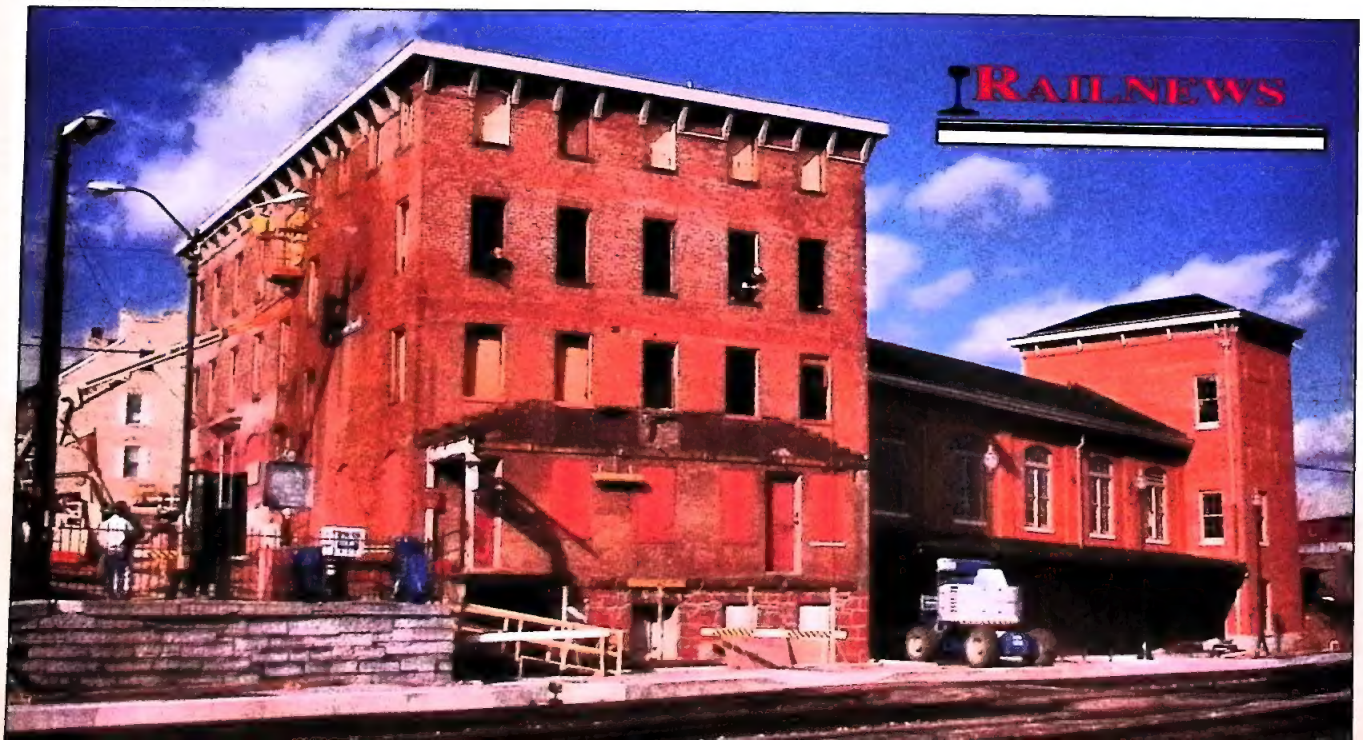
KODACHROME: STEVE GLISCHINSKI

KODACHROME. STEVE BARRY / LUMEDYNE LIGHTING BY STEVE BARRY, JOHN TULLY and FRED JONES

NORTHERN CENTRAL ALCO FPA4 "Baltimore & Ohio 800" powered an excursion from New Freedom, Penn., to Hyde (south of York) on February 1, 1997. The trip, sponsored by the Chesapeake Division RRE, featured several runbys during the day and three night photo scenes. After a night shot at Howard Tunnel the train paused in the village of Seven Valleys (left). The Northern Central operates year-round dinner train service on weekends.

THE FORMER B&O STATION at Martinsburg, West Virginia, is undergoing a facelift. In this January 23, 1997, scene, work is still in progress on phase one of the project. The new structure to the right is 97 percent complete, while work on the original building is about 12 percent complete. The complex, once finished, will serve both MARC and Amtrak trains. Phase one also includes new parking behind the station and space inside for retail shops or offices. A mid-April 1997 completion date is planned.

KODACOLOR JOHN C STANCOVEN



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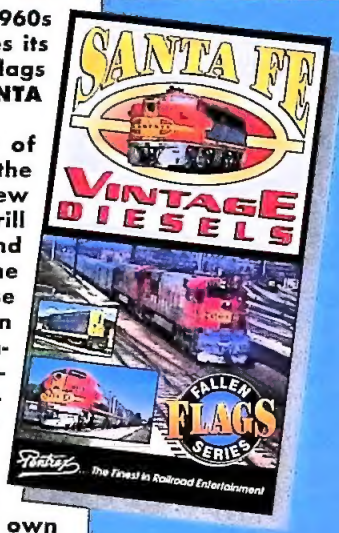

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